

637333

REPORT NUMBER 214-GTL-04-002

**SAFETY COMPLIANCE TESTING FOR
FMVSS NO. 214S
SIDE IMPACT PROTECTION (STATIC)**

**HYUNDAI MOTOR COMPANY
2004 HYUNDAI XG350, PASSENGER CAR
NHTSA NO. C40500**

**GENERAL TESTING LABORATORIES, INC.
1623 LEEDSTOWN ROAD
COLONIAL BEACH, VIRGINIA 22443**



SEPTEMBER 9, 2004

FINAL REPORT

PREPARED FOR

**U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
400 SEVENTH STREET, SW
ROOM 6111 (NVS-220)
WASHINGTON, D.C. 20590**

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SECTION 1 INTRODUCTION

1.0 PURPOSE OF COMPLIANCE TEST

A 2004 Hyundai XG350 4-door passenger car was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 214 testing to determine if the vehicle was in compliance with the requirements of the standard. FMVSS No. 214 establishes requirements for the side doors of a Motor Vehicle to minimize the safety hazard caused by intrusion into the passenger compartment as a result of a side impact accident.

1.1 TEST VEHICLE

The test vehicle was a 2004 Hyundai XG350 4-door passenger car. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: KMHFU45E04A273719

B. NHTSA No.: C40500

C. Manufacturer: HYUNDAI MOTOR COMPANY

D. Manufacture Date: MAR/06/03

The vehicle's front and rear seating systems were removed for this test. All vehicle windows were closed and all doors were locked for this test.

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 214 testing on August 31, 2004.

SECTION 2 TEST PROCEDURE AND SUMMARY OF RESULTS

2.0 TEST PROCEDURE

All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedure, TP-214S-05 dated 14 September 1993 and General Testing Laboratories, Inc. (GTL) Test Procedure, TP-214S-05, "Static – Side Impact Protection".

Each vehicle shall be able to meet the requirements of either, at the manufacturer's option, 2.1 or 2.2 when any of its side doors that can be used for occupant egress are tested.

2.1 OPTION ONE

With any seats that may affect load upon or deflection of the side of the vehicle removed from the vehicle, each vehicle must be able to meet the requirements of 2.1.1 through 2.1.3.

2.1.1 INITIAL CRUSH RESISTANCE

The initial crush resistance shall not be less than 2,250 pounds.

2.1.2 INTERMEDIATE CRUSH RESISTANCE

The intermediate crush resistance shall not be less than 3,500 pounds.

2.1.3 PEAK CRUSH RESISTANCE

The peak crush resistance shall not be less than two times the curb weight of the vehicle or 7,000 pounds, whichever is less.

2.2 OPTION TWO

With seats installed in the vehicle, and located in any horizontal or vertical position to which they can be adjusted and at any seat back angle to which they can be adjusted, each vehicle must be able to meet the requirements of 2.2.1 through 2.2.3.

2.2.1 INITIAL CRUSH RESISTANCE

The initial crush resistance shall not be less than 2,250 pounds.

2.2.2 INTERMEDIATE CRUSH RESISTANCE

The intermediate crush resistance shall not be less than 4,375 pounds.

SECTION 2 CONTINUED

2.2.3 PEAK CRUSH RESISTANCE

The peak crush resistance shall not be less than three and one half times the curb weight of the vehicle or 12,000 pounds, whichever is less.

SECTION 3
COMPLIANCE TEST DATA

DATA SHEET 1
TEST VEHICLE RECEIVING-INSPECTION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 HYUNDAI XG350 PASSENGER CAR

VEH. NHTSA NO.: C40500 ; VIN: KMHFU45E04A273719

VEH. BUILD DATE: MAR/06/03 ; TEST DATE: AUGUST 31, 2004

TEST LABORATORY: GENERAL TESTING LABS

OBSERVERS: G. FARRAND, J. LATANE

A. First compliance test by laboratory for this vehicle is the static FMVSS 214 test.

 Yes X No (Go to item 2)

 X (1) Label test vehicle with NHTSA Number

 X (2) Verify all options on the "window sticker" are present on the vehicle

 X (3) Verify tires and wheel rims are new and the same as listed

 X (4) Verify there are no dents or other interior or exterior flaws

 X (5) Verify the glove box contains an owner's manual, warranty document, consumer information, and extra keys

 X (6) Verify the vehicle is equipped with the proper fuel filler cap

 X (7) If the vehicle has been delivered from the dealer, verify the vehicle has been properly prepared and is in running condition

B. Verify seat adjusters are working

 X Yes No

C. Verify there is a seat belt at each seating position

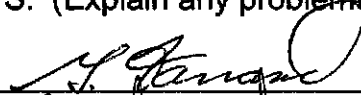
 X Yes No

D. Without disturbing the integrity of each seat belt and anchorage, verify that each seat belt is attached to the anchorage. For seat belts that are attached to the seat, also verify the seats are attached to the seat anchors and the seat anchors are attached to the vehicle.

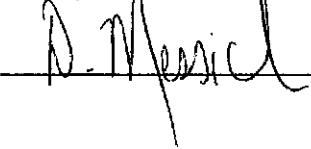
 X Yes No

E. Curb Weight of Vehicle: 3755 LBS.

F. COMMENTS: (Explain any problems here)

RECORDED BY: 

DATE: 08/31/04

APPROVED BY: 

DATA SHEET 2
PRETEST PREPARATION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 HYUNDAI XG350 PASSENGER CAR

VEH. NHTSA NO.: C40500 ; VIN: KMHFU45E04A273719

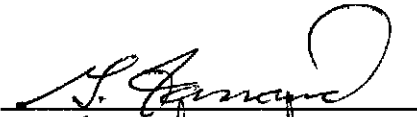
VEH. BUILD DATE: MAR/06/03 ; TEST DATE: AUGUST 31, 2004

TEST LABORATORY: GENERAL TESTING LABS

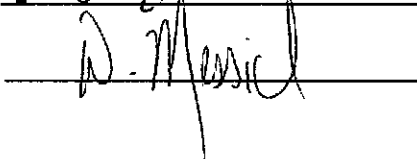
OBSERVERS: G. FARRAND, J. LATANE

Prior to testing the following will be accomplished:

		<u>TEST</u>	
		<u>1</u>	<u>2</u>
A.	Check the manufacturers certification statement to determine if the vehicle should be tested with or without seats installed.	<u>X</u>	<u>X</u>
B.	Remove all seats unless the vehicle has been certified with the seats installed. If the seats remain in the vehicle, they are to be adjusted per the COTR's instructions.	<u>X</u>	<u>X</u>
C.	Close all windows	<u>X</u>	<u>X</u>
D.	Lock All doors	<u>X</u>	<u>X</u>
E.	State door tested	<u>LF</u>	<u>RR</u>
F.	State the length of a horizontal line drawn on door through a point 5 inches vertically above lowest point of test door	<u>42.5</u>	<u>29.8</u>
G.	State vertical distance from the lowest part of test door to bottom of loading device	<u>5"</u>	<u>5"</u>
H.	State position of vertical centerline of loading device on the midpoint of line determined step F	<u>21.25</u>	<u>14.9</u>
I.	Determine that the vertical axis of the loading device is perpendicular to the longitudinal and lateral axis of the test vehicle	<u>X</u>	<u>X</u>
J.	Determine that the top of the loading device is above the door window opening but not touching any structure above the window opening	<u>X</u>	<u>X</u>

RECORDED BY: 

DATE: 08/31/04

APPROVED BY: 

DATA SHEET 3
STATIC LOAD TEST - BACK-UP SYSTEM DATA

VEH. MOD YR/MAKE/MODEL/BODY: 2004 HYUNDAI XG350 PASSENGER CAR
 VEH. NHTSA NO.: C40500 ; VIN: KMHFU45E04A273719
 VEH. BUILD DATE: MAR/06/03 ; TEST DATE: AUGUST 31, 2004
 TEST LABORATORY: GENERAL TESTING LABS
 OBSERVERS: G. FARRAND, J. LATANE

RESULTS: Plots of load versus displacement and time versus displacement obtained from the back-up data (attach plots to data sheet) showed that:

TEST #1 - GTL #5244 (LEFT FRONT DOOR)

- A. The initial crush resistance was 4052 lbs.
 B. The intermediate crush resistance was 6624 lbs.
 C. The peak crush resistance was 10,586 lbs at 10.62 inches
 D. The rate of loading was .2"/sec

The dial indicator and the inclinometer showed the following deflections.

LOADING DEVICE TRAVEL	DIAL INDICATOR	INCLINOMETER
0 inches	<u>0.0000</u>	<u>0</u>
2 inches	<u>0.0489</u>	<u>0</u>
4 inches	<u>0.1830</u>	<u>0</u>
6 inches	<u>0.3120</u>	<u>0</u>
12 inches	<u>0.6525</u>	<u>0</u>
<u>12.675</u> Inches (full travel)	<u>0.6787</u>	<u>0</u>

TEST #2 - GTL #5245 (RIGHT REAR DOOR)

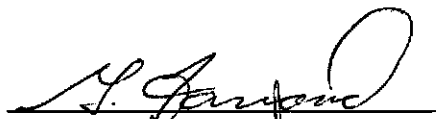
- A. The initial crush resistance was 5016 lbs.
 B. The intermediate crush resistance was 6571 lbs.
 C. The peak crush resistance was 10,114 lbs at 12.149 inches
 D. The rate of loading was .2"/sec

DATA SHEET 3 CONTINUED
STATIC LOAD TEST - BACK-UP SYSTEM DATA

The dial indicator and the inclinometer showed the following deflections.

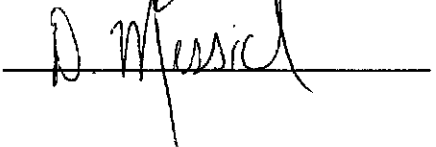
LOADING DEVICE TRAVEL	DIAL INDICATOR	INCLINOMETER
0 inches	<u>0.0000</u>	<u>0</u>
2 inches	<u>0.0489</u>	<u>0</u>
4 inches	<u>0.1830</u>	<u>0</u>
6 inches	<u>0.3120</u>	<u>0</u>
12 inches	<u>0.4075</u>	<u>0</u>
<u>12.74</u> Inches (full travel)	<u>0.4075</u>	<u>0</u>

RECORDED BY:



DATE: 08/31/04

APPROVED BY:



DATA SHEET 4
DATA REDUCTION

VEH. MOD YR/MAKE/MODEL/BODY: 2004 HYUNDAI XG350 PASSENGER CAR
VEH. NHTSA NO.: C40500 ; VIN: KMHFU45E04A273719
VEH. BUILD DATE: MAR/06/03 ; TEST DATE: AUGUST 31, 2004
TEST LABORATORY: GENERAL TESTING LABS
OBSERVERS: G. FARRAND, J. LATANE

Data from the primary data systems will be analyzed and the plots attached to the data sheet.

RESULTS - The load versus displacement plot showed that - -

TEST #1 - GTL #5244 (LEFT FRONT DOOR)

- A. The initial crush resistance was 4052 lbs.
- B. The intermediate crush resistance was 6624 lbs.
- C. The peak crush resistance was 10,586 lbs at 10.62 inches

The time versus displacement plot showed that - -

The rate of loading was .2"/sec

TEST #2 - GTL #5245 (RIGHT REAR DOOR)

- A. The initial crush resistance was 5016 lbs.
- B. The intermediate crush resistance was 6571 lbs.
- C. The peak crush resistance was 10,114 lbs at 12.149 inches

The time versus displacement plot showed that - -

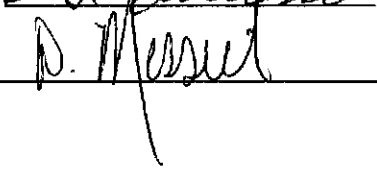
The rate of loading was .2"/sec

Comparison of the ABOVE DATA with the BACKUP DATA indicates the following - -

All data was the same.

RECORDED BY: 

DATE: 08/31/04

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SECTION 4
TEST EQUIPMENT LIST

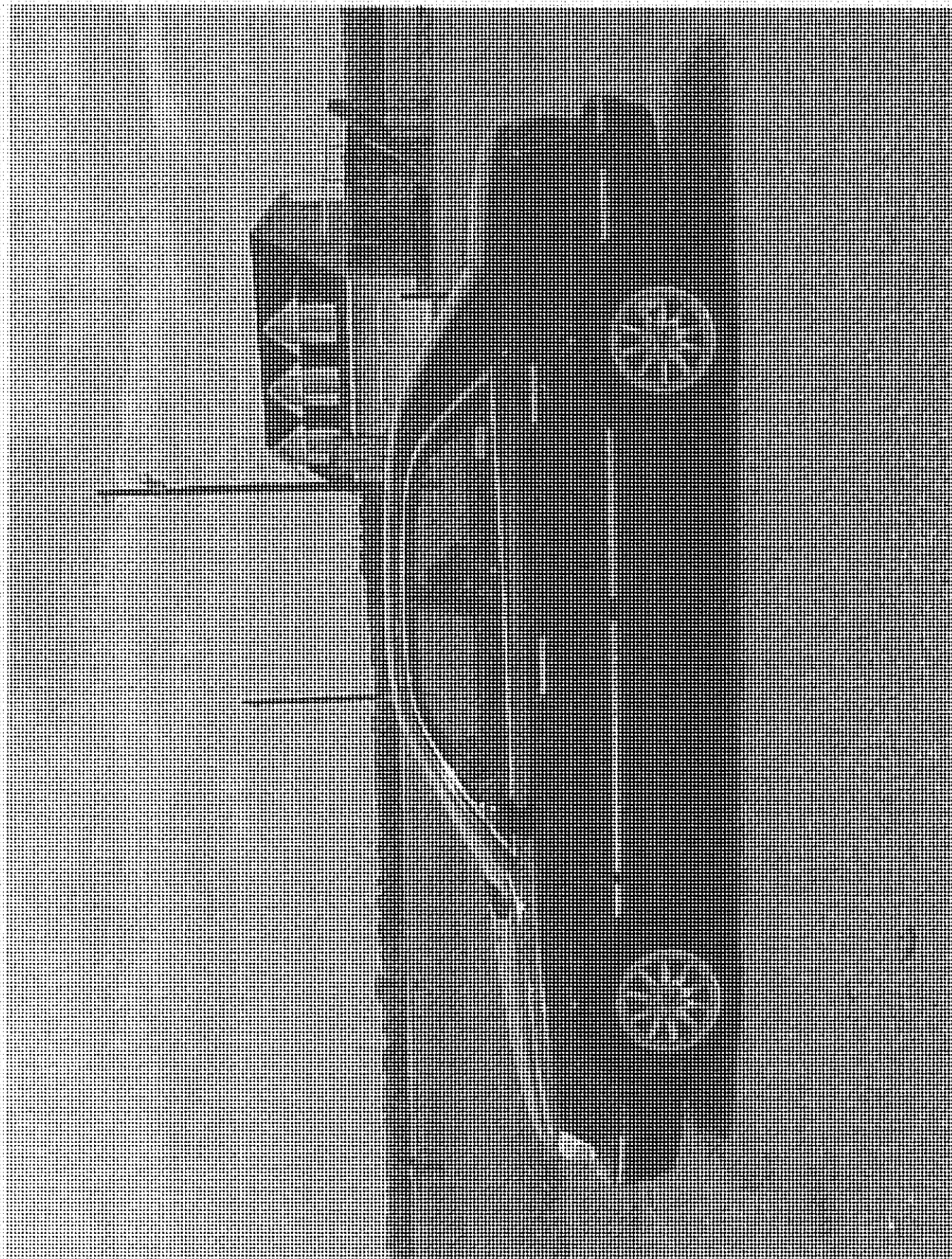
EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
COMPUTER	AT&T	486DX266	N/A	N/A
TEST FIXTURE	GTL 220	220	N/A	N/A
A/D INTERFACE	METRABYTE	DAS-16(F)	BEFORE USE	BEFORE USE
SCALES	FAIRBANKS	N/A	BEFORE USE	BEFORE USE
SIGNAL CONDITIONER	METRABYTE	EXP-RES	BEFORE USE	BEFORE USE
LOAD CELLS	REVERE REVERE	544351A 544551B	11/03 11/03	11/04 11/04
LINEAR POT.	WALDALE WALDALE	123456A 123456B	BEFORE USE	BEFORE USE
INCLINOMETER	STARRETT	360/002	02/04	02/05
DIAL INDICATOR	MIOTO	0001-2	BEFORE USE	BEFORE USE

SECTION 5
PHOTOGRAPHS



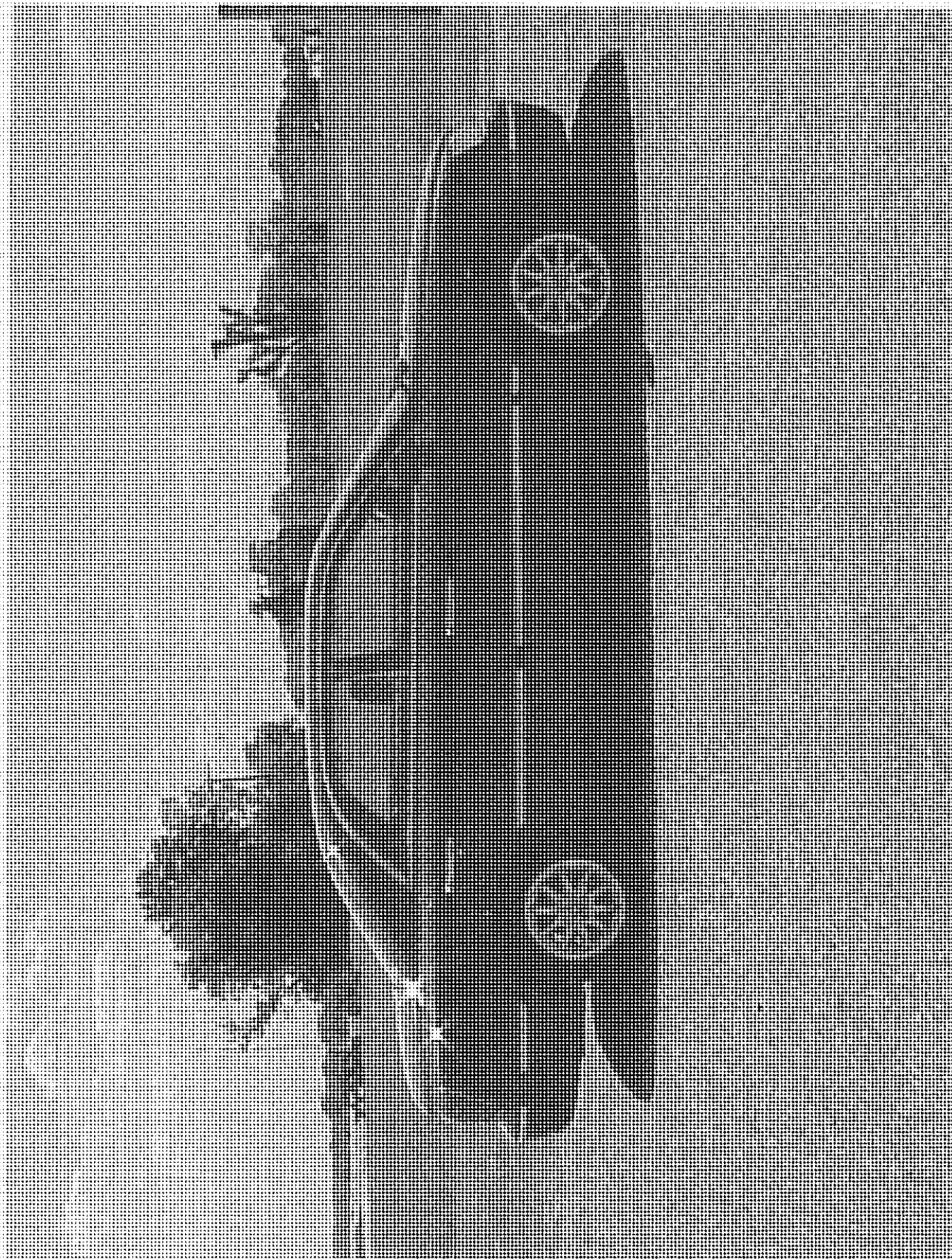
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.1
FRONT VIEW OF VEHICLE PRE-TEST



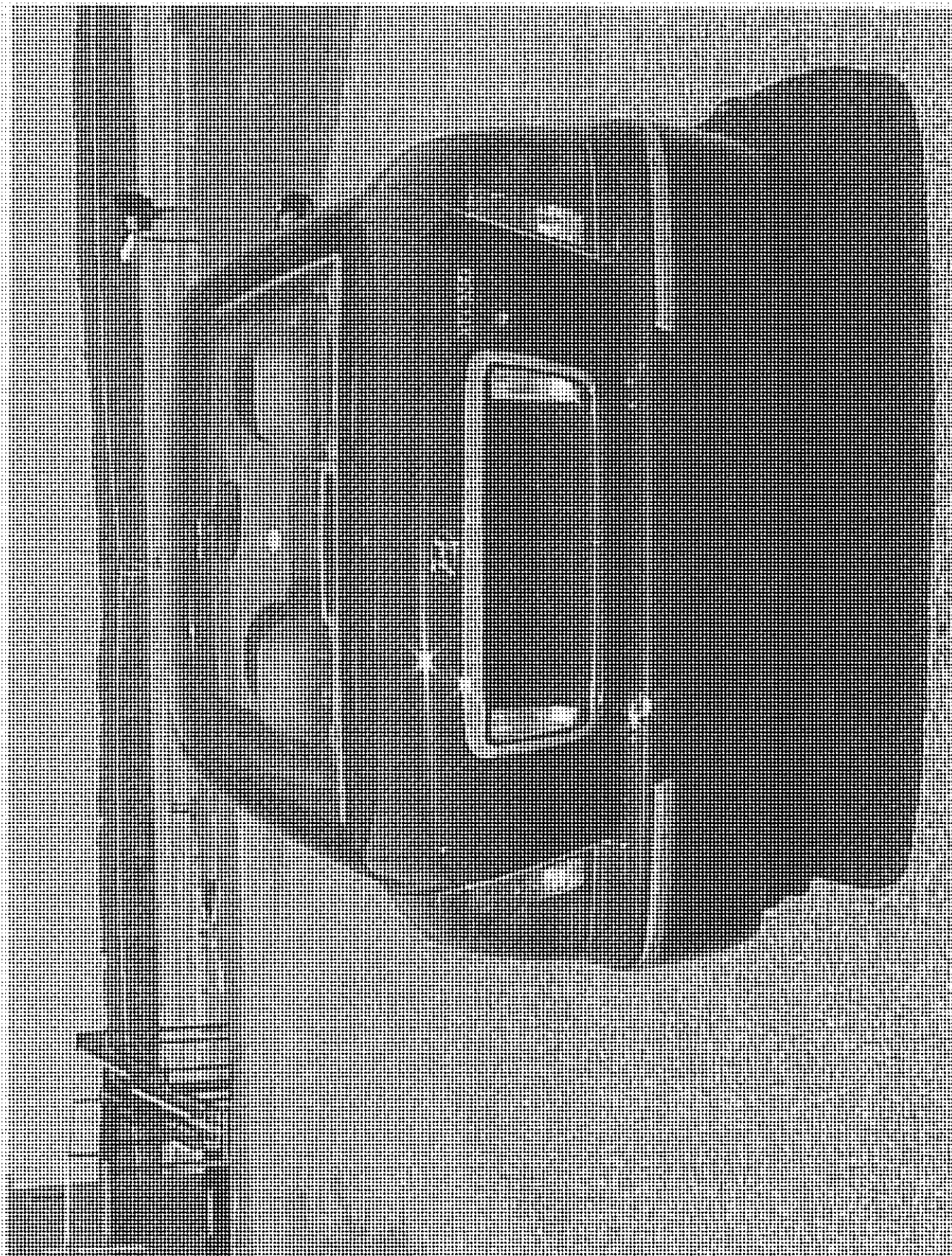
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.2
LEFT SIDE VIEW OF VEHICLE PRE-TEST



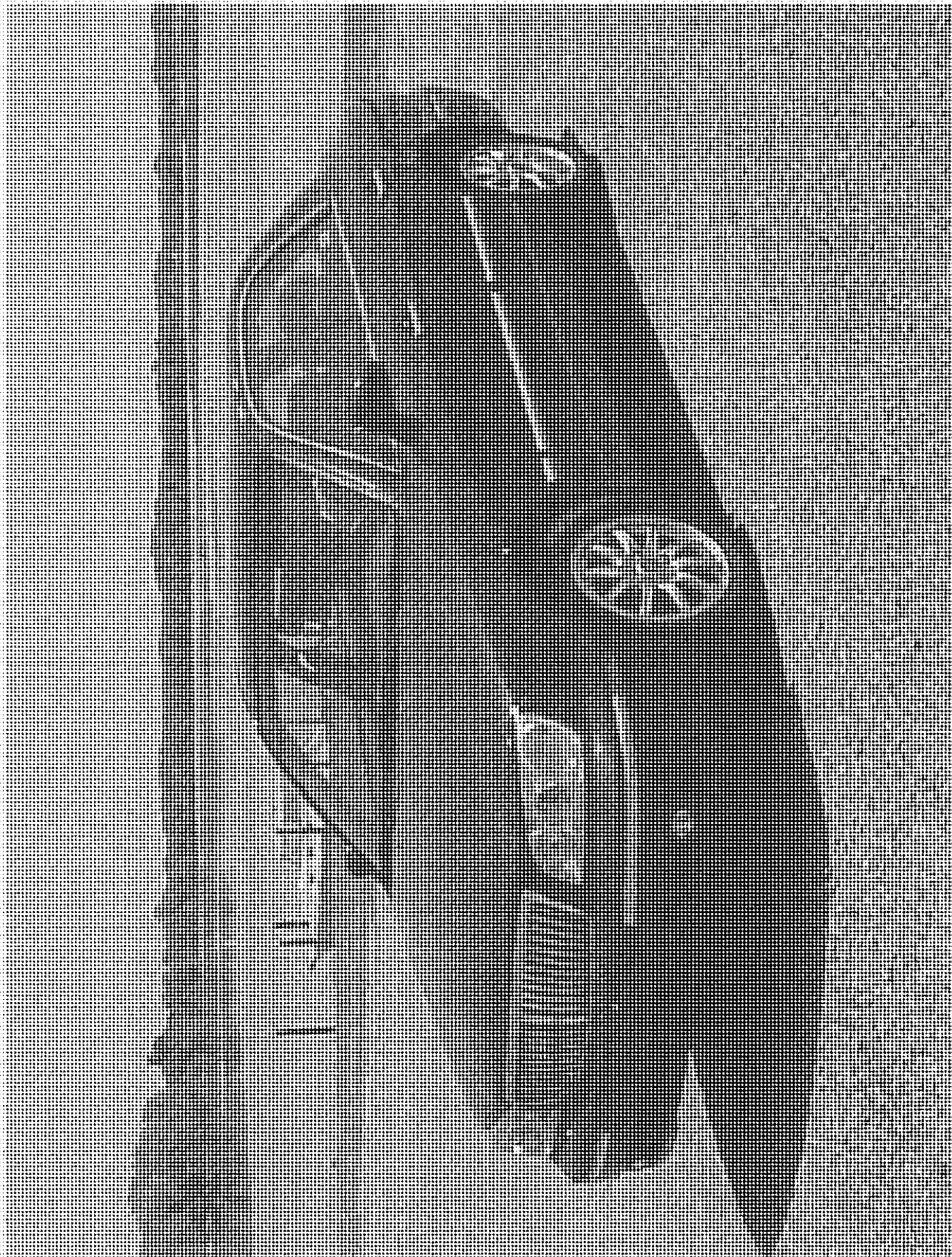
2004 HYUNDAI XG350
NHTSA NO. C60500
FMVSS NO. 214

FIGURE B-3
RIGHT SIDE VIEW OF VEHICLE PRE-TEST



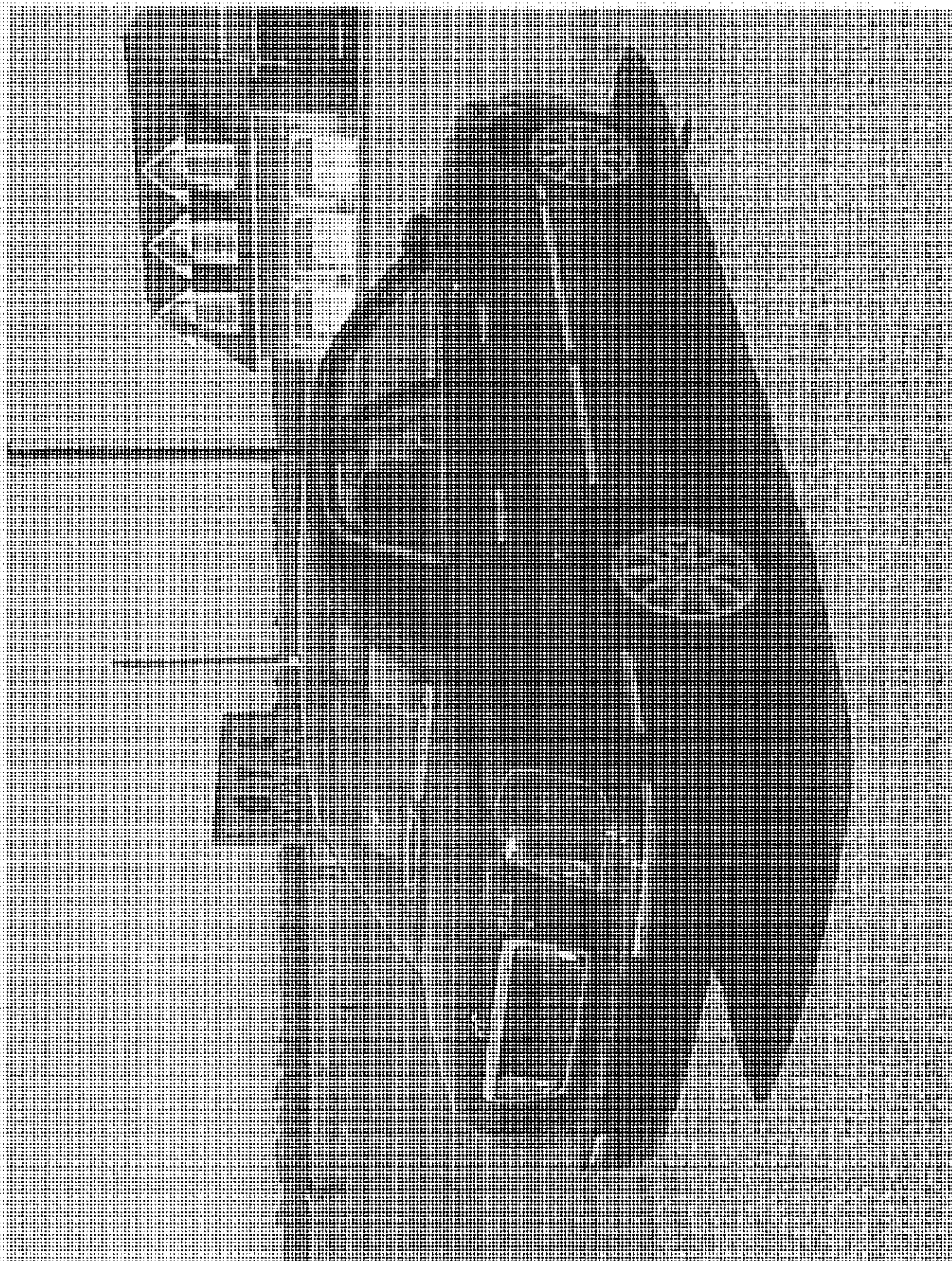
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.4
REAR VIEW OF VEHICLE PRE-TEST



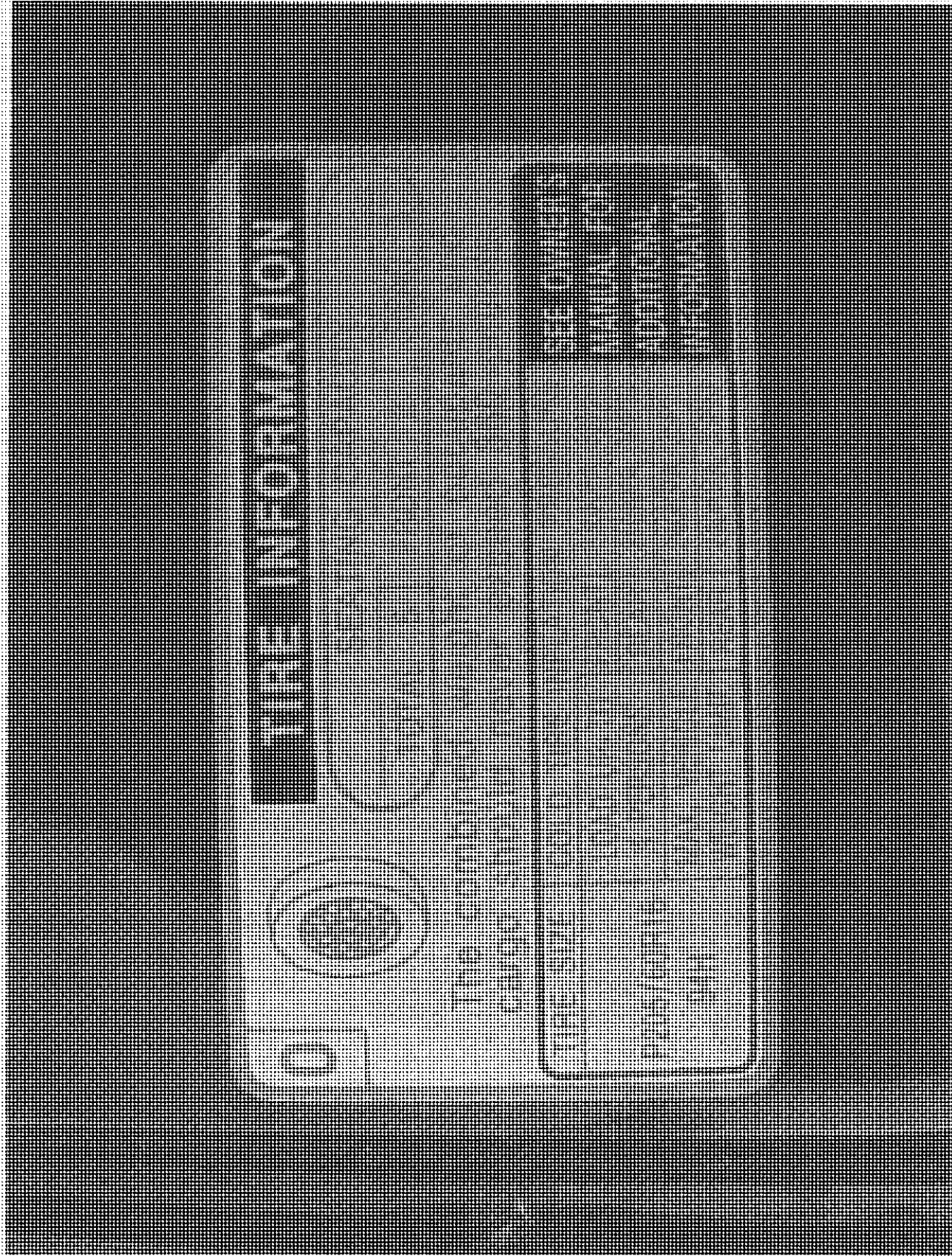
2006 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.5
¾ FRONTAL VIEW FROM LEFT SIDE OF
VEHICLE PRE-TEST



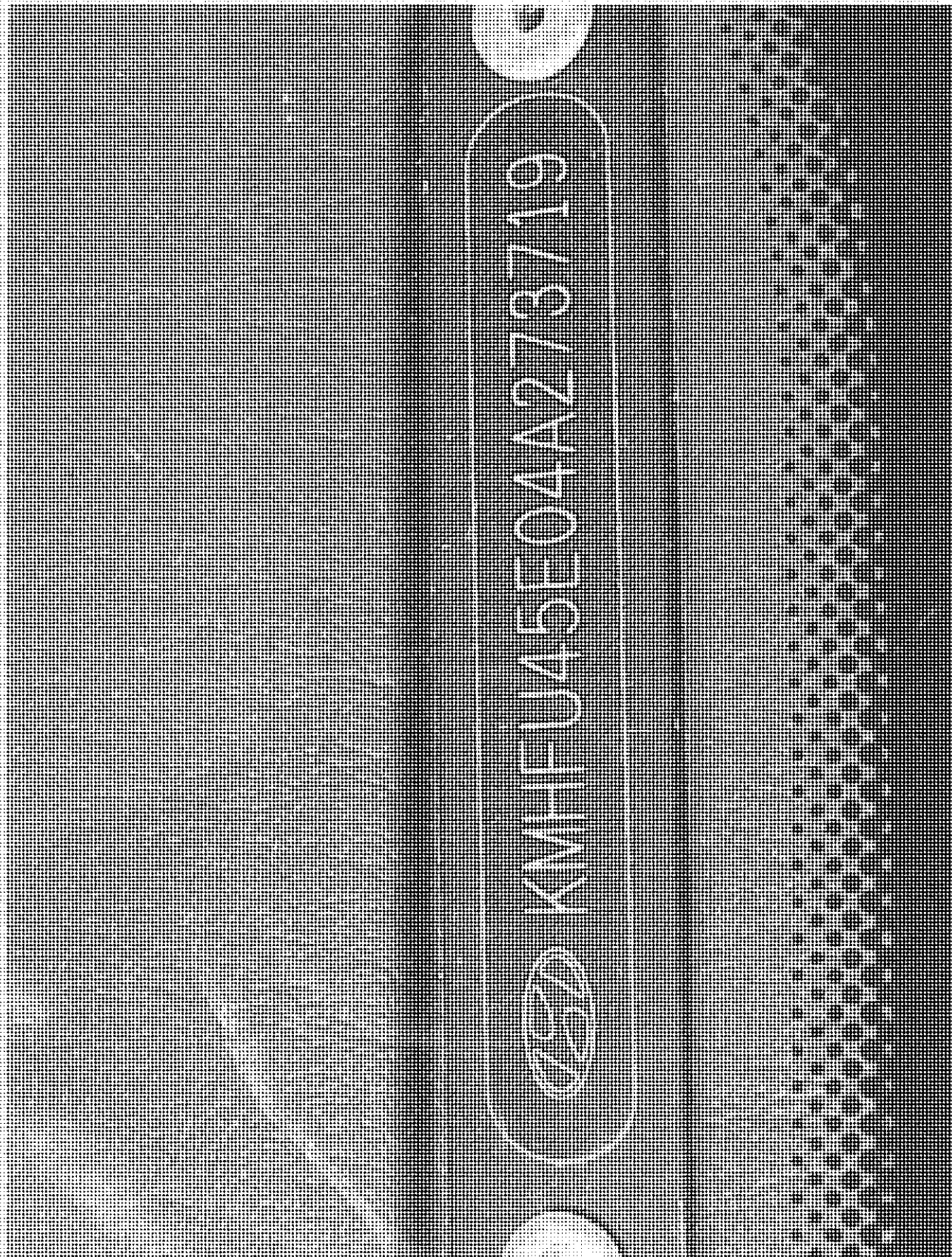
2004 HYUNDAI XG350
NHTSA NO. C60600
FMVSS NO. 214

FIGURE 5.6
% REAR VIEW FROM RIGHT SIDE OF
VEHICLE PRE-TEST



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.8
VEHICLE TIRE INFORMATION LABEL



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 216

FIGURE 5.9
VEHICLE VIN PLATE

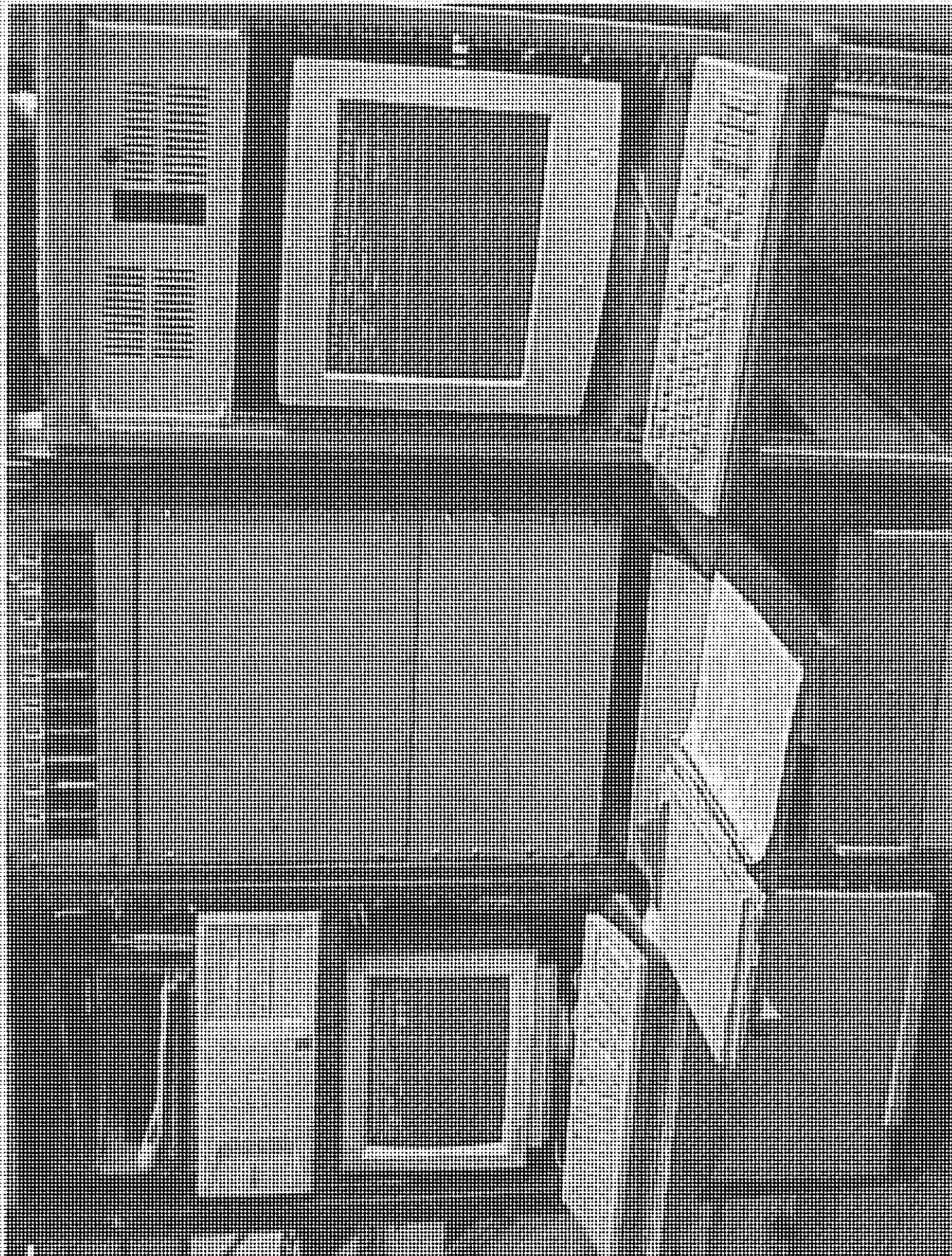
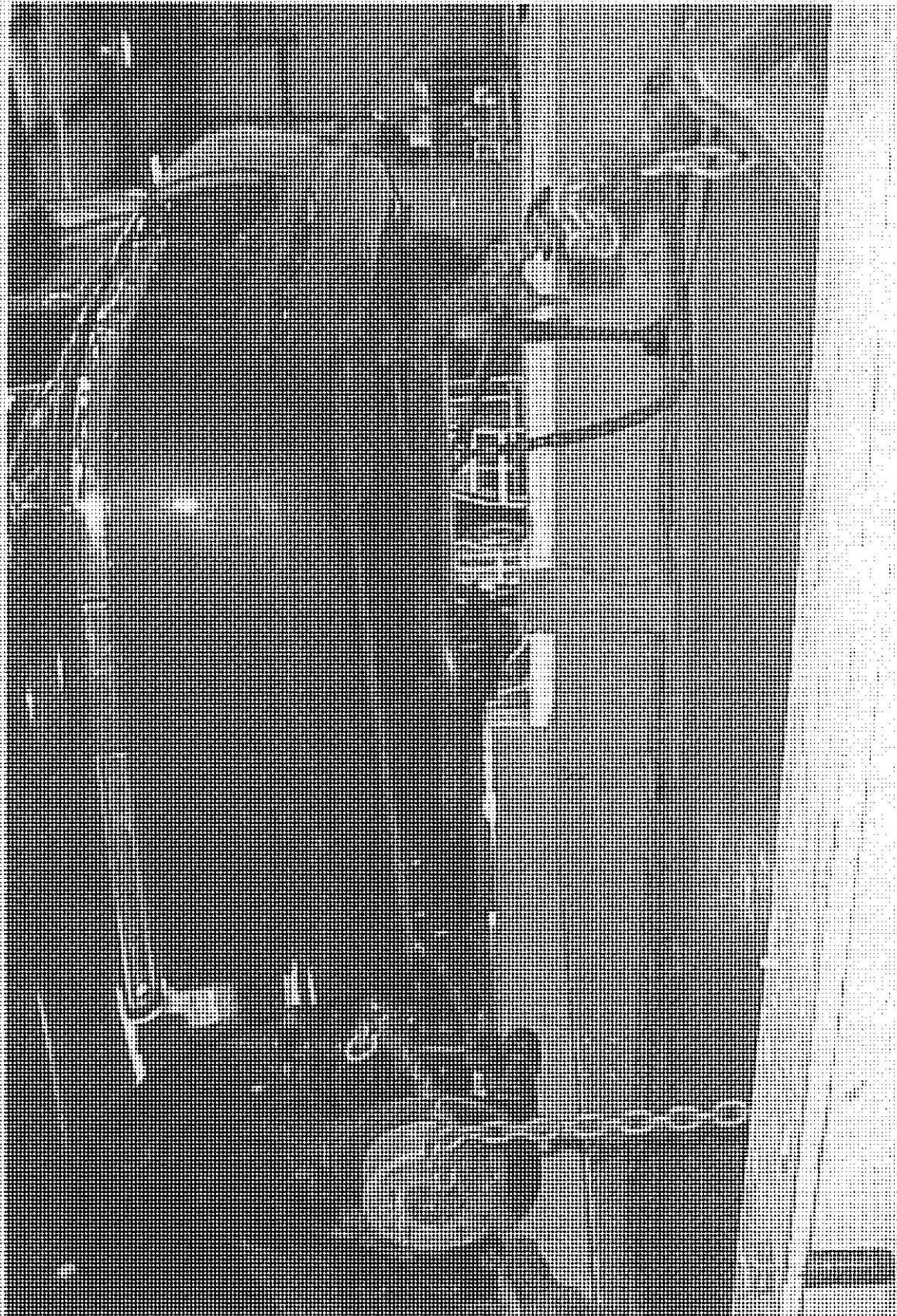


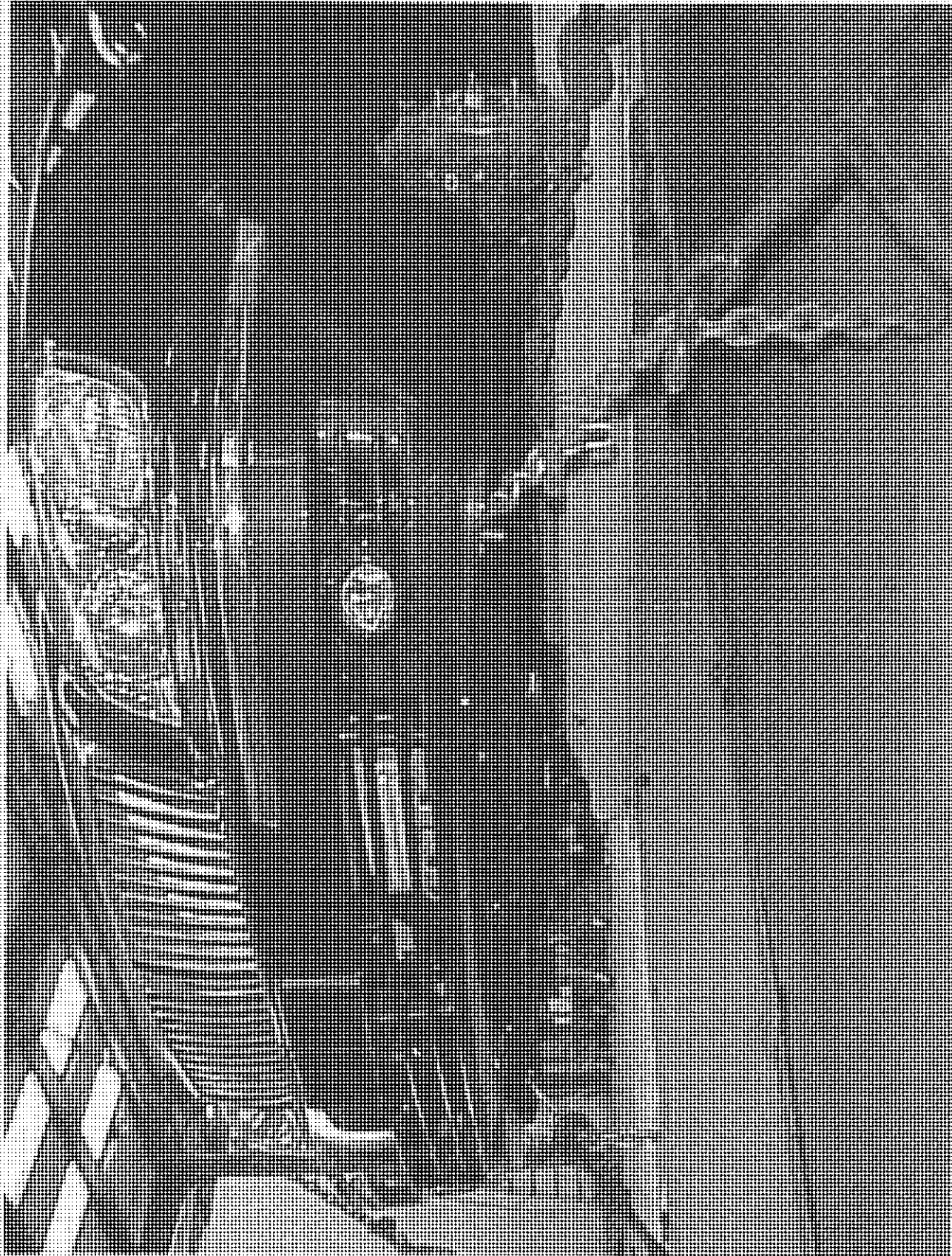
FIGURE 5.10
INSTRUMENTATION SET-UP

2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214



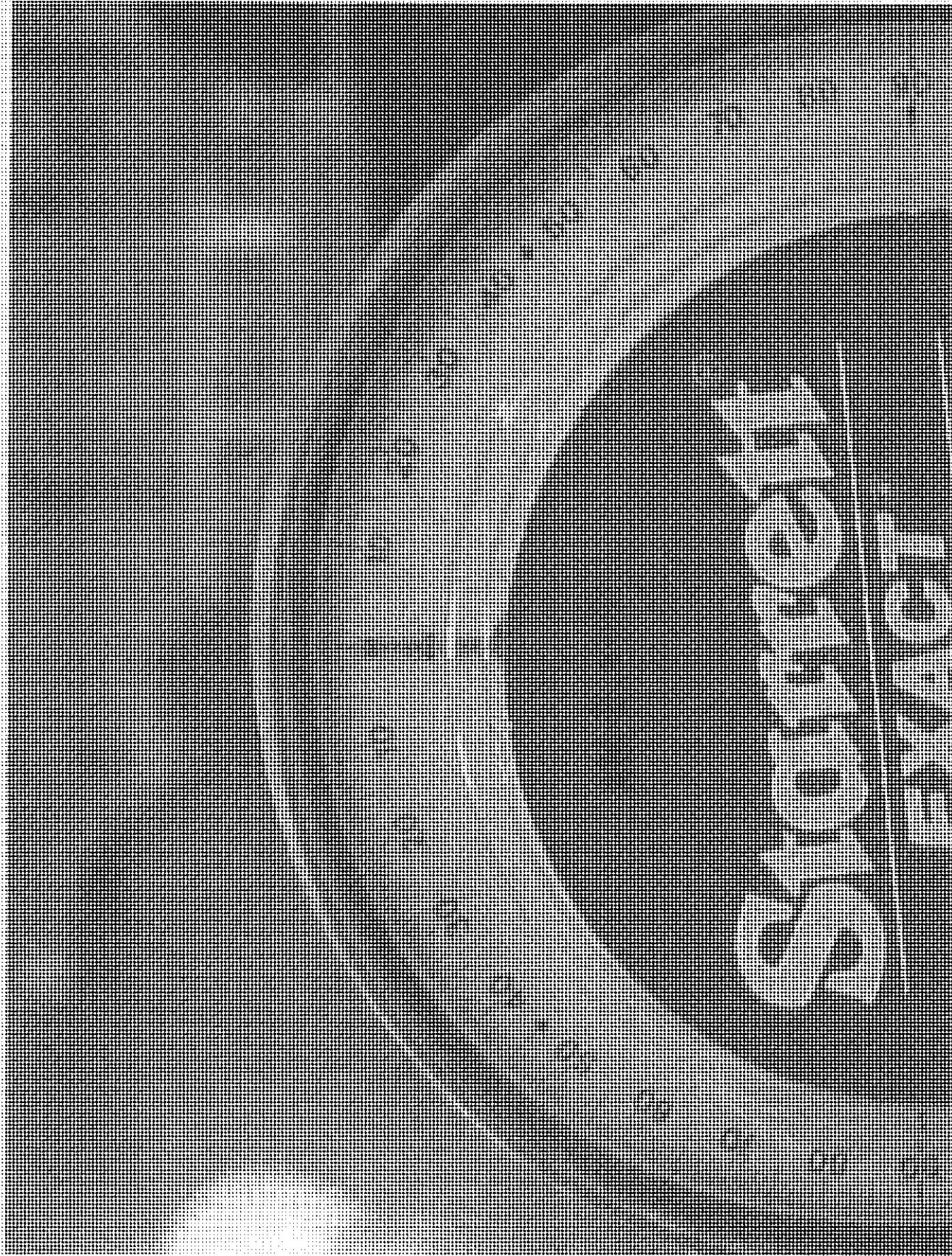
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.11
REAR VEHICLE TIE DOWN -- TEST 1



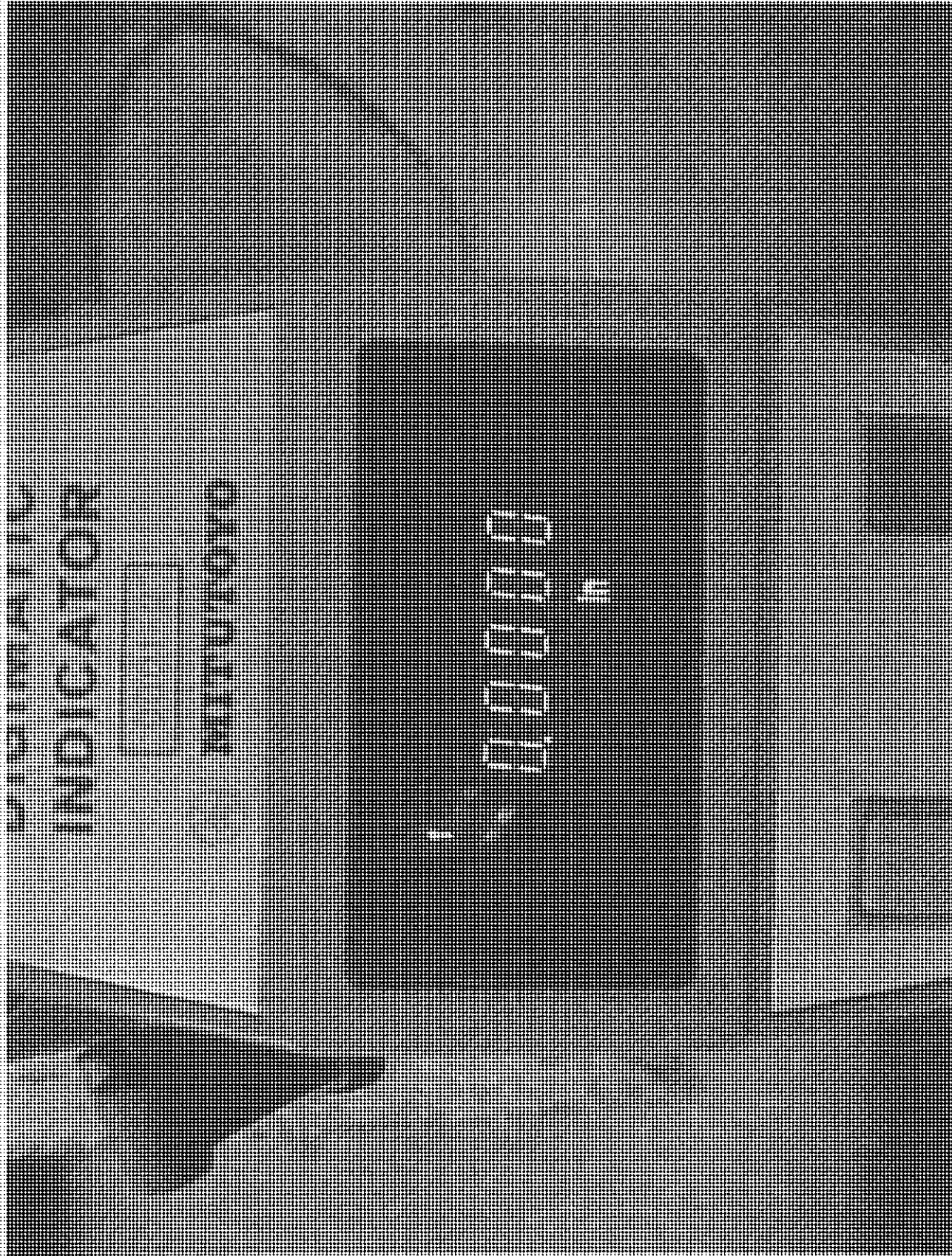
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.12
FRONT VEHICLE TIE DOWN -- TEST 1



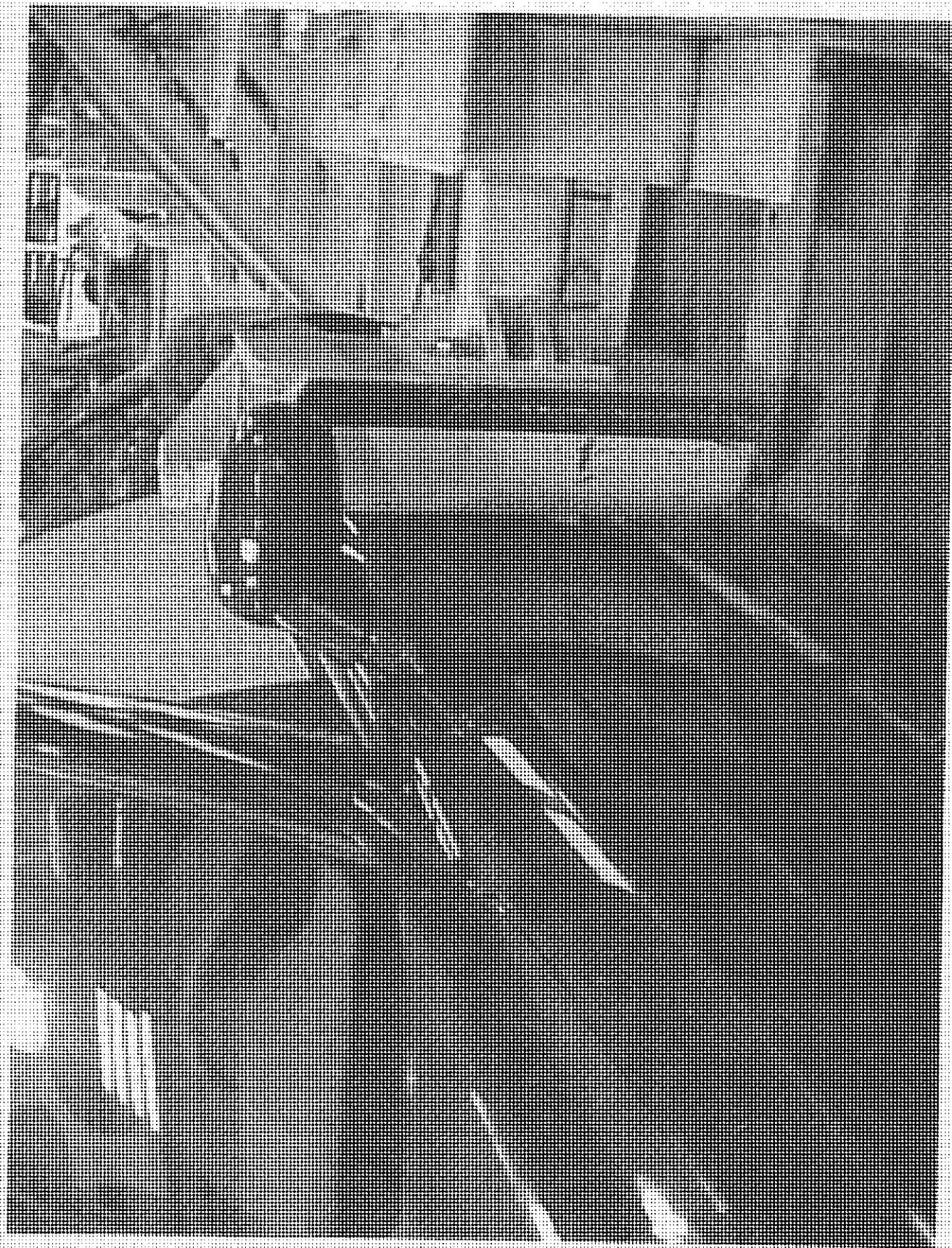
2004 HYUNDAI XG350
NETSA NO. C40500
FMVSS NO. 214

FIGURE 5.13
INCLINOMETER PRE-TEST 1



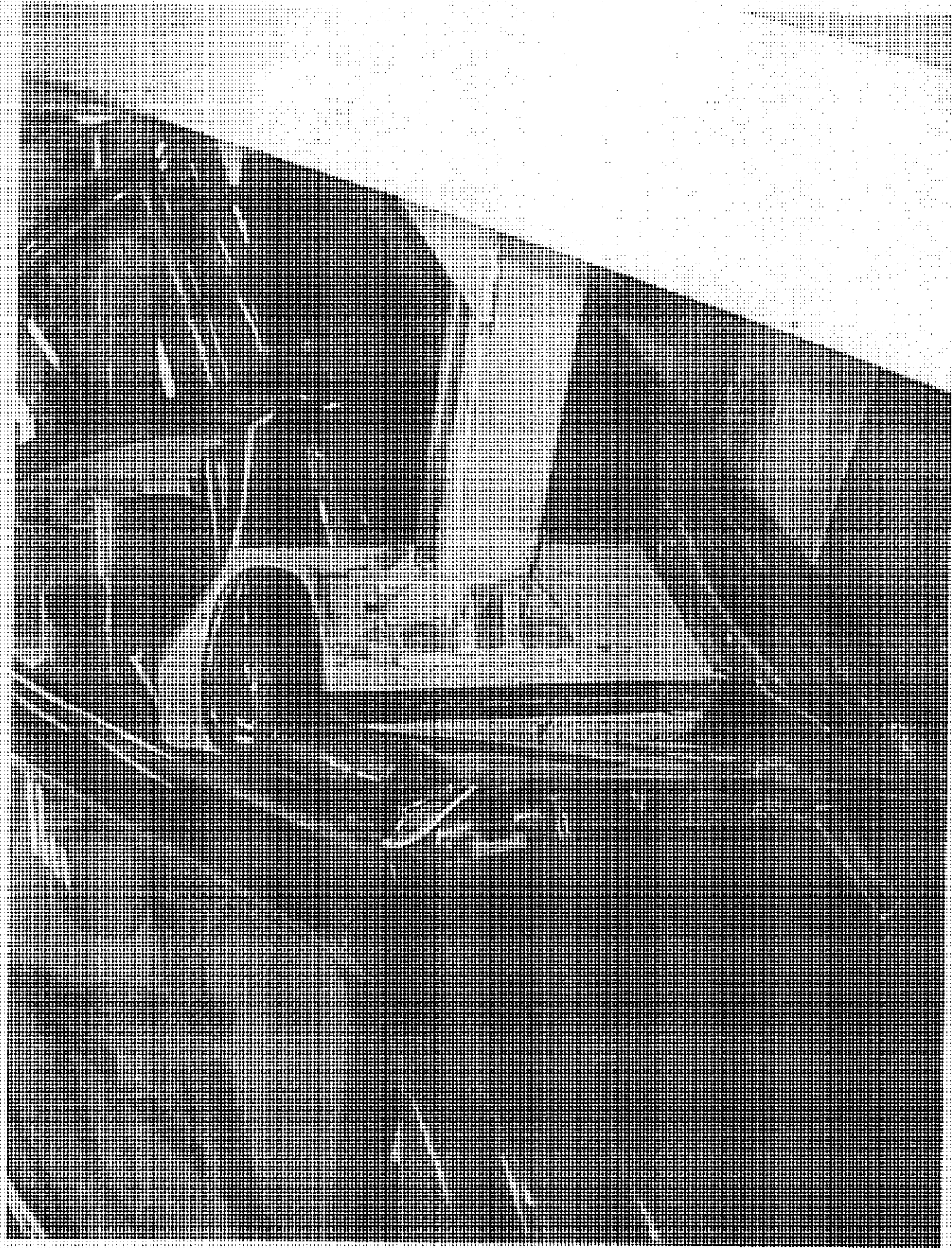
2004 HYUNDAI XG350
NHTSA NO. C-40500
FMVSS NO. 214

FIGURE 5.14
DIAL INDICATOR PRE-TEST 1



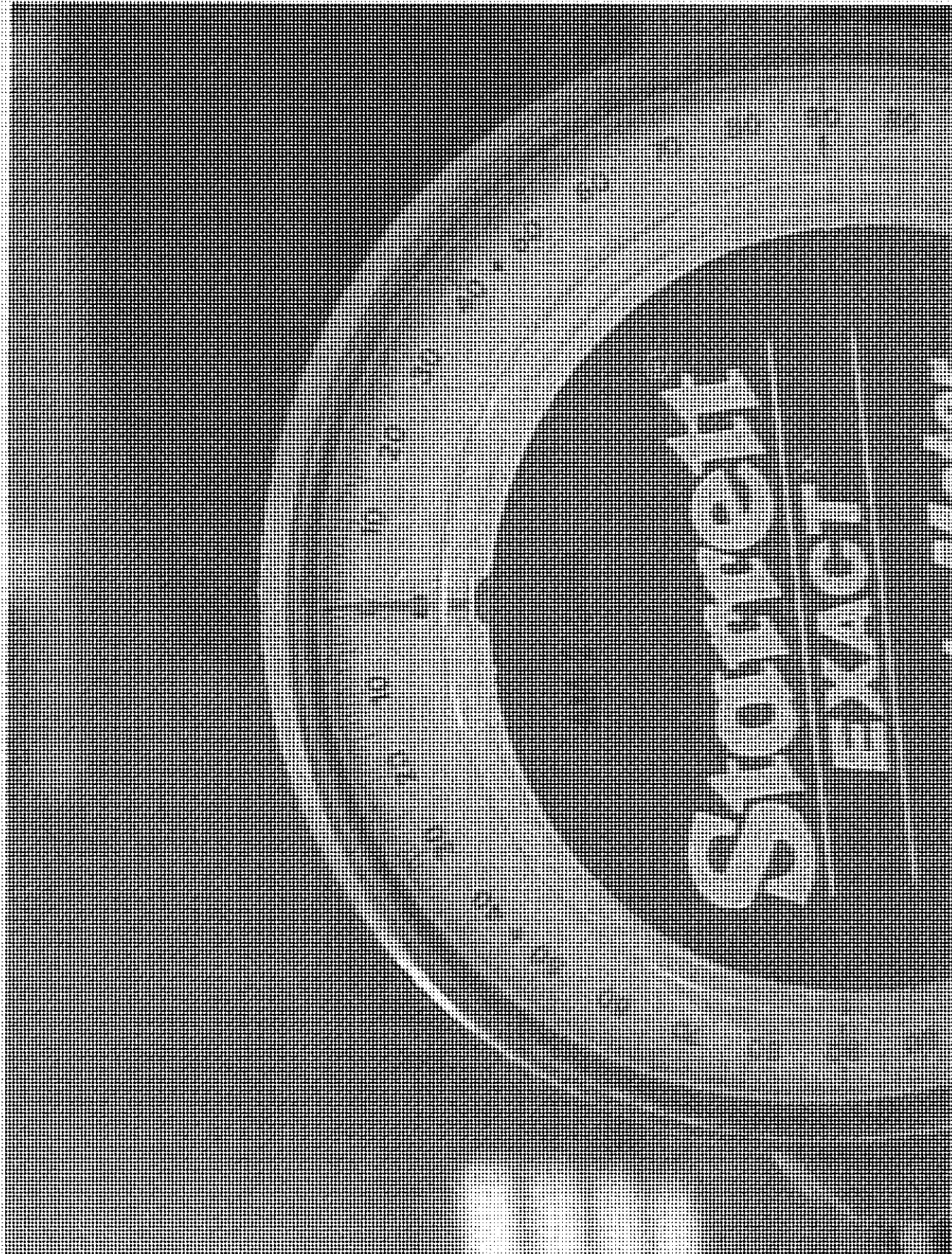
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.15
LOAD DEVICE AGAINST DOOR - PRE-
TEST 1



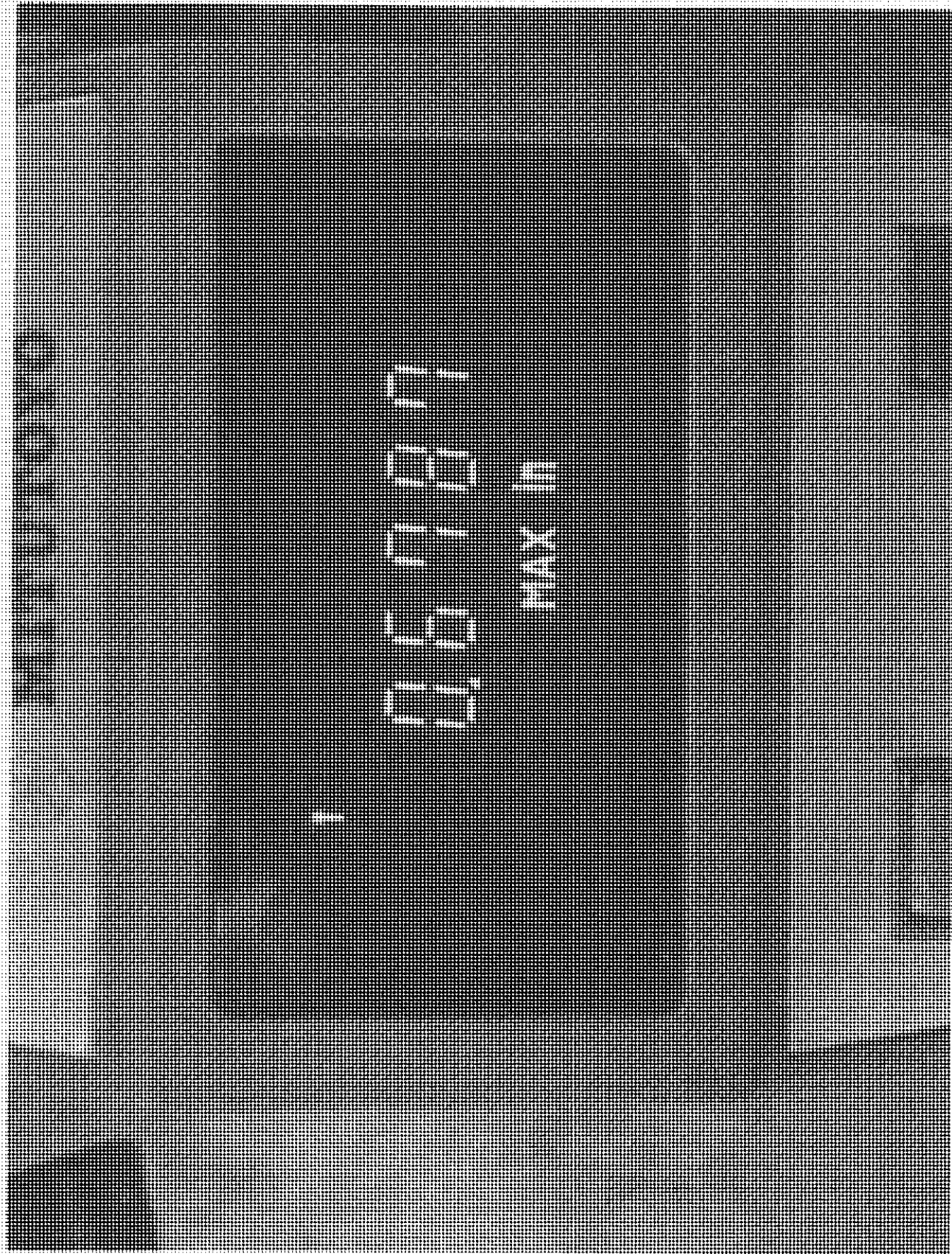
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.16
LOAD DEVICE AGAINST DOOR @ MAX
LOAD - TEST 1



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.17
INCLINOMETER AT MAX LOAD -- TEST 1



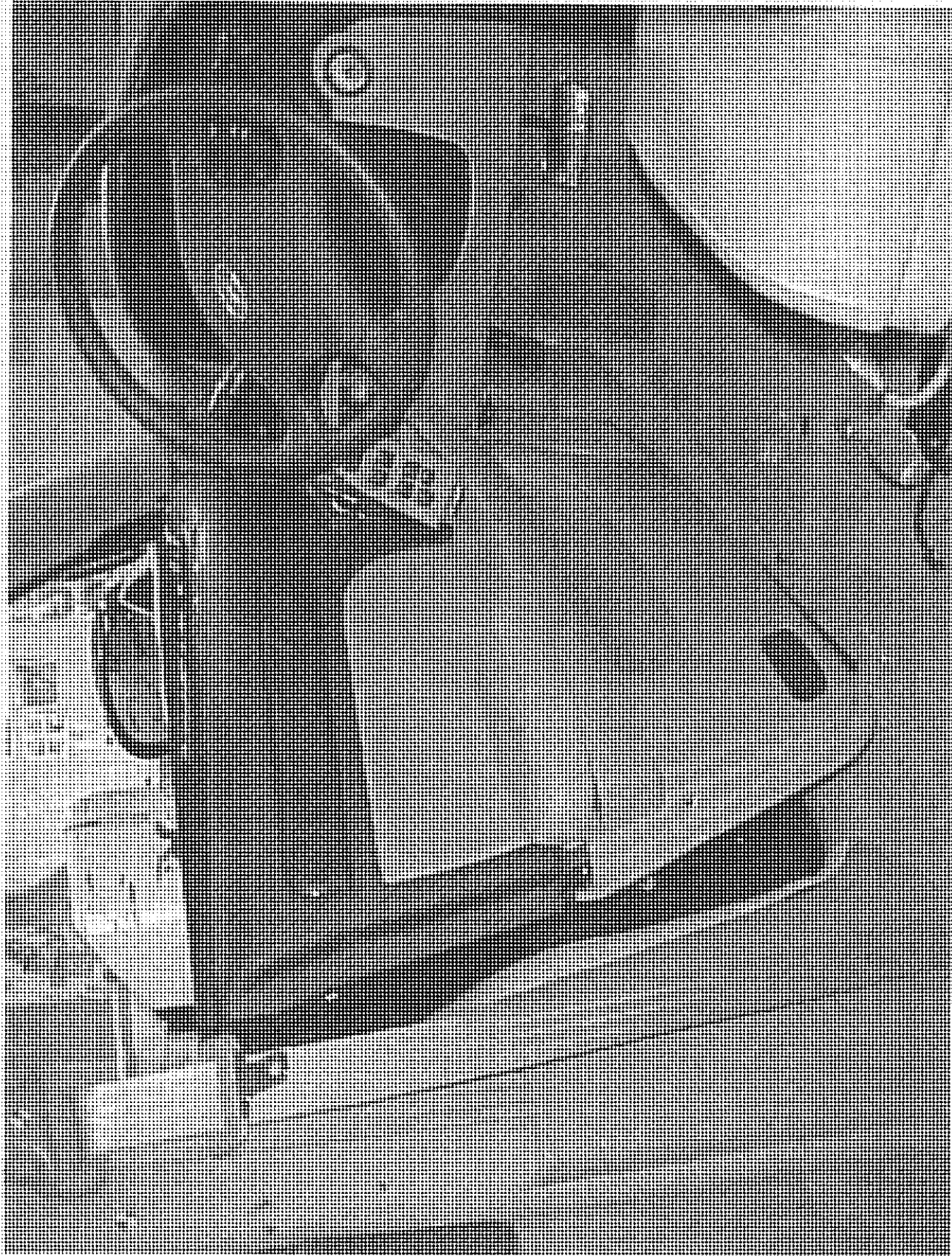
2004 HYUNDAI XC350
NHTSA NO. C-40500
FMVSS NO. 214

FIGURE 5.18
DIAL INDICATOR AT MAX LOAD - TEST 1



FIGURE 5.19
POST TEST DOOR OUTSIDE - TEST 1

2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 216



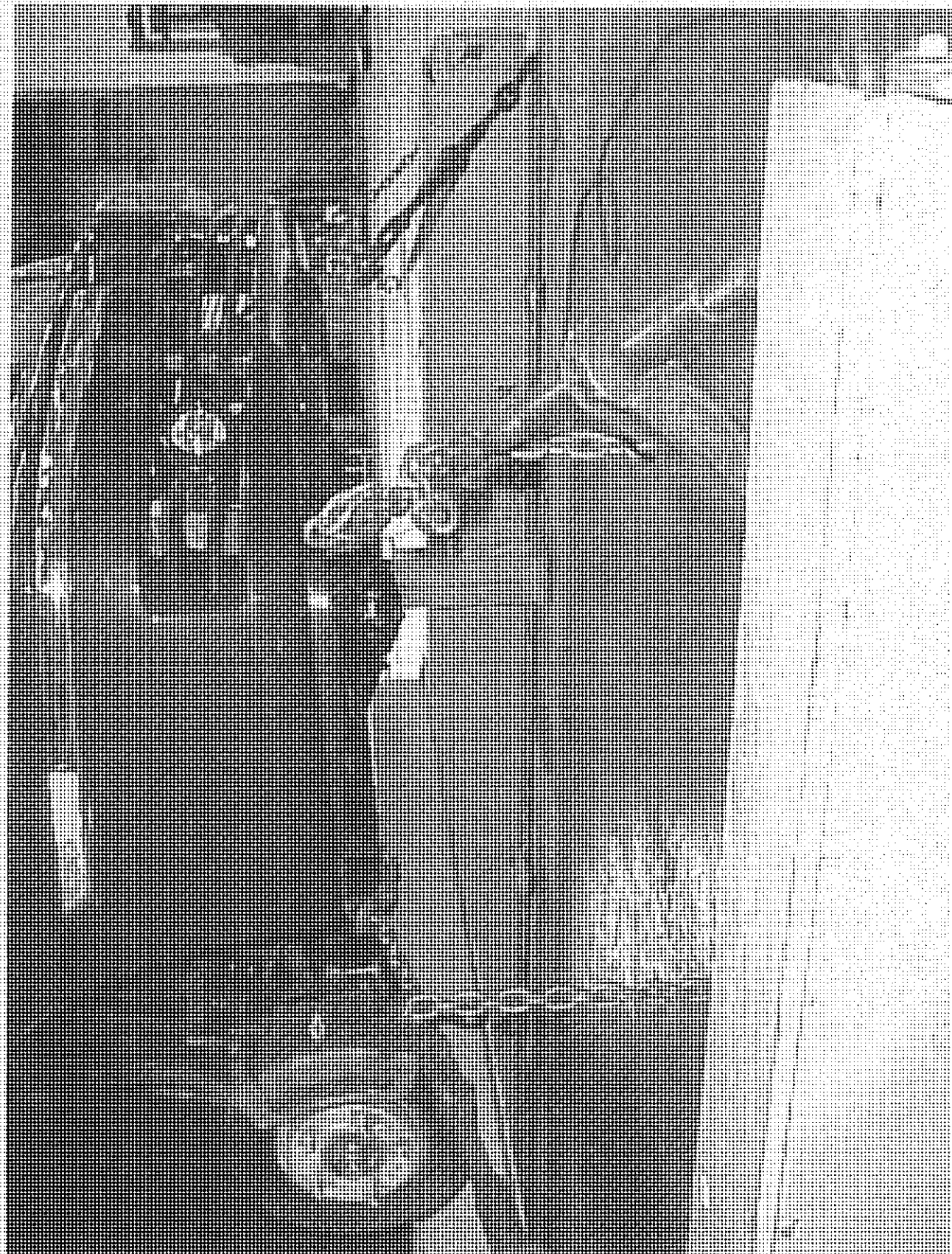
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.20
POST TEST DOOR INSIDE - TEST 1



2004 HYUNDAI RG350
NHFTA NO. C40500
FMVSS NO. 214

FIGURE 5.21
REAR VEHICLE TIE DOWN ... TEST 2



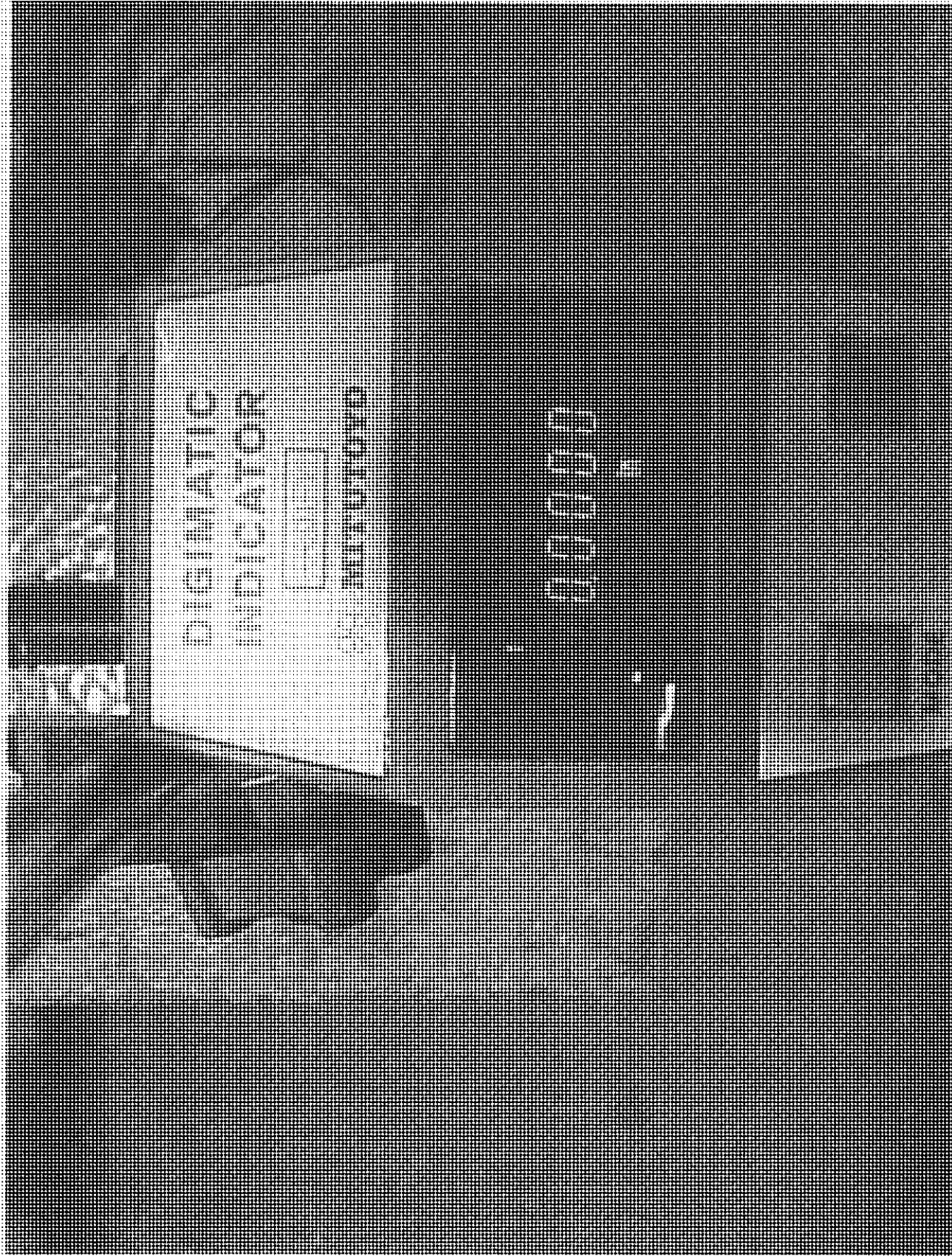
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.22
FRONT VEHICLE TIE DOWN - TEST 2



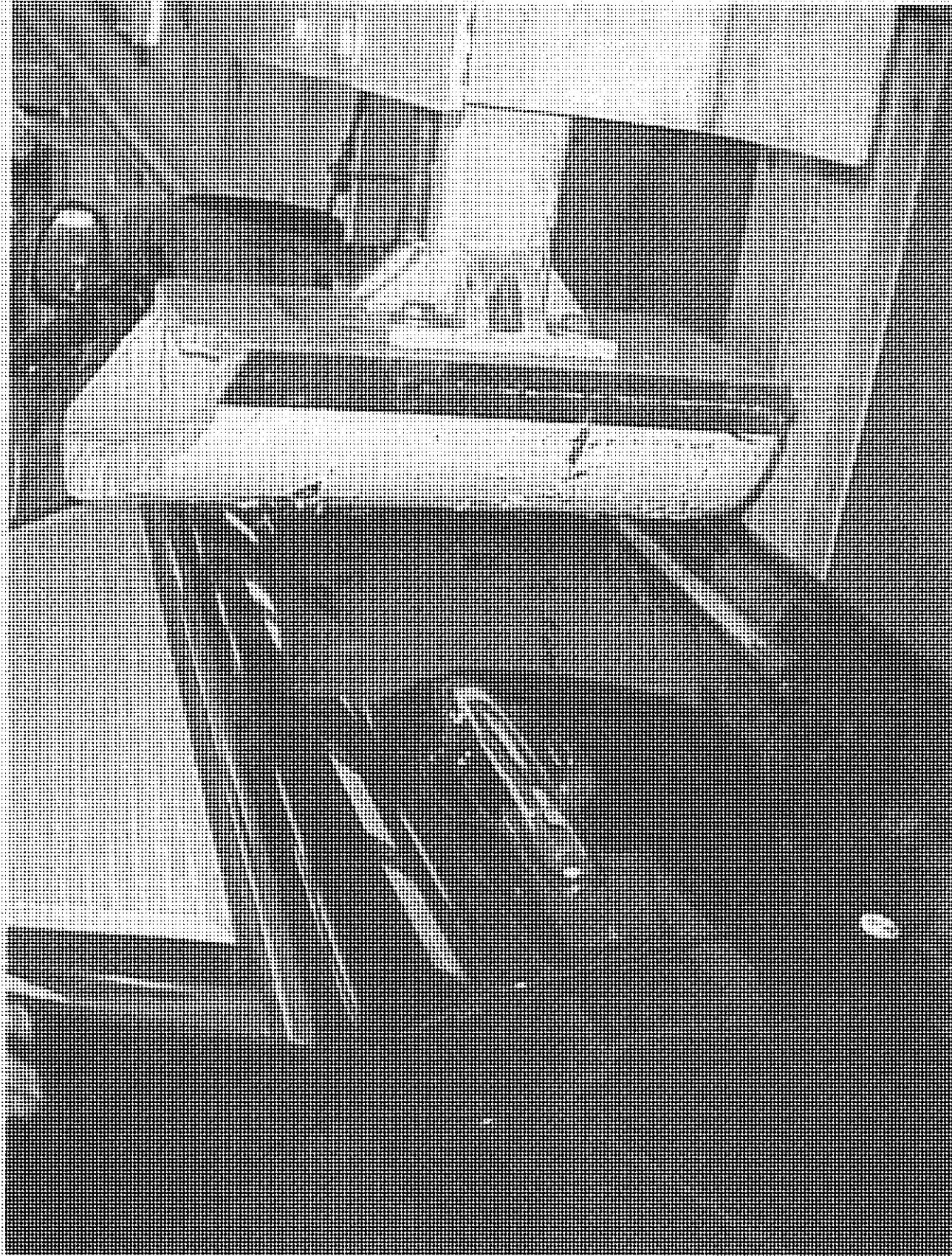
2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.23
INCLINOMETER PRE-TEST 2



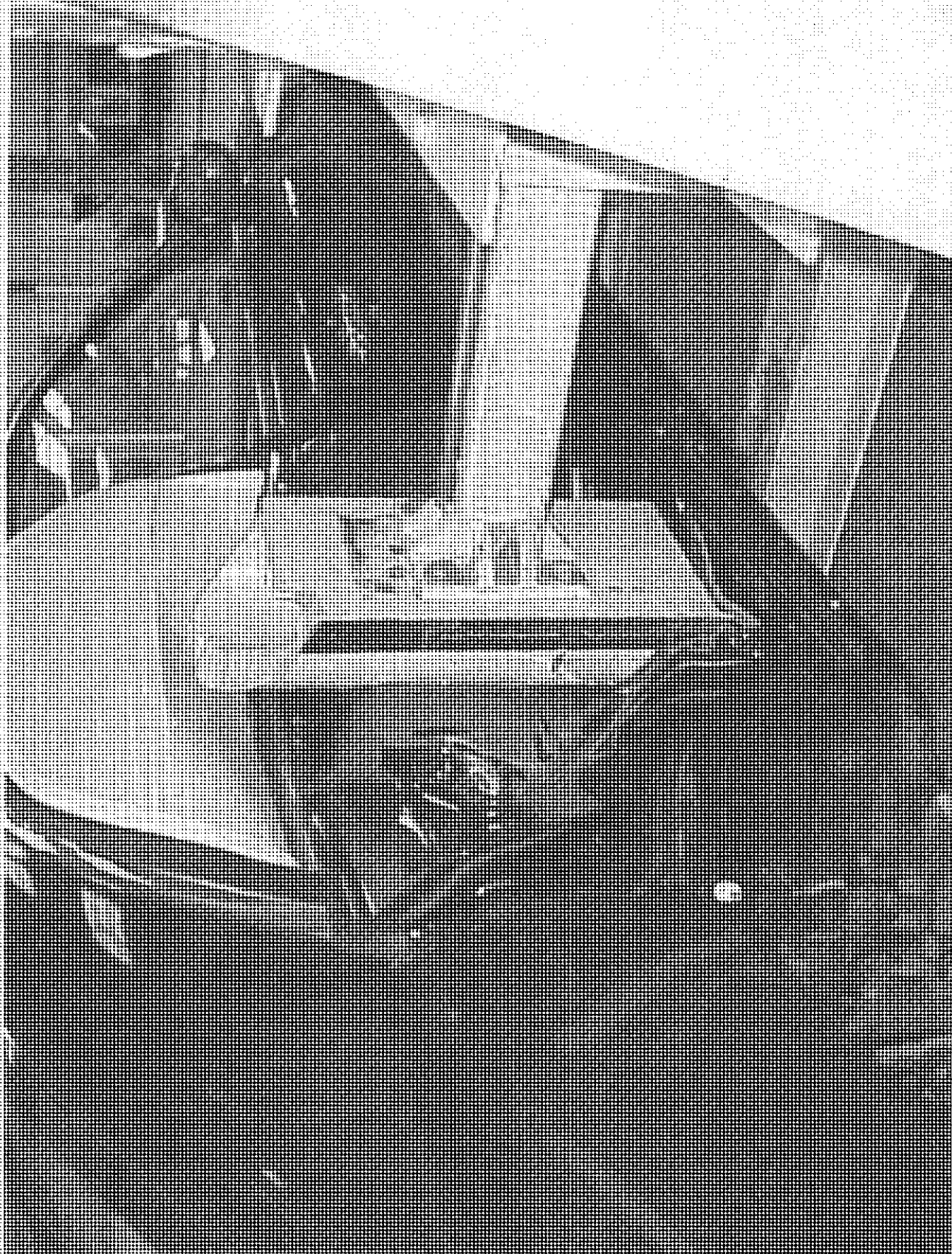
2004 HYUNDAI XG350
NH-TSA NO. C40500
FMVSS NO. 214

FIGURE 5.24
DIAL INDICATOR PRE-TEST 2



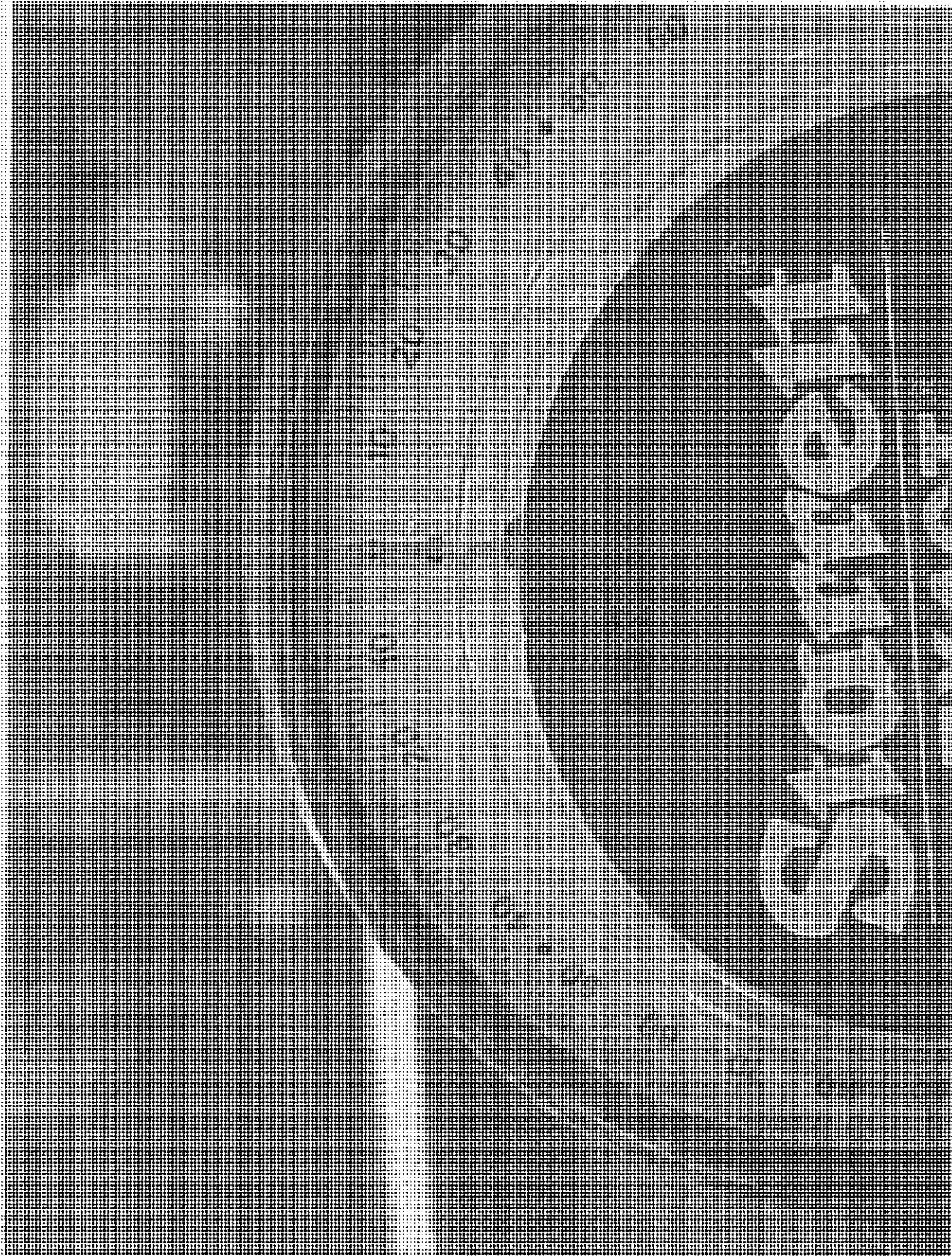
2004 HYUNDAI XG350
NHTSA NO. CA05500
FMVSS NO. 214

FIGURE 3.25
LOAD DEVICE AGAINST DOOR - PRE-
TEST 2



2004 HYUNDAI XG350
NHTSA NO. C40590
FMVSS NO. 214

FIGURE 5.26
LOAD DEVICE AGAINST DOOR @ MAX
LOAD - TEST 2



2004 HYUNDAI XG350
MHTSA NO. C40503
FMVSS NO. 214

FIGURE 5.27
INCLINOMETER AT MAX LOAD - TEST 2

LUBRICANT INDICATOR

0000170

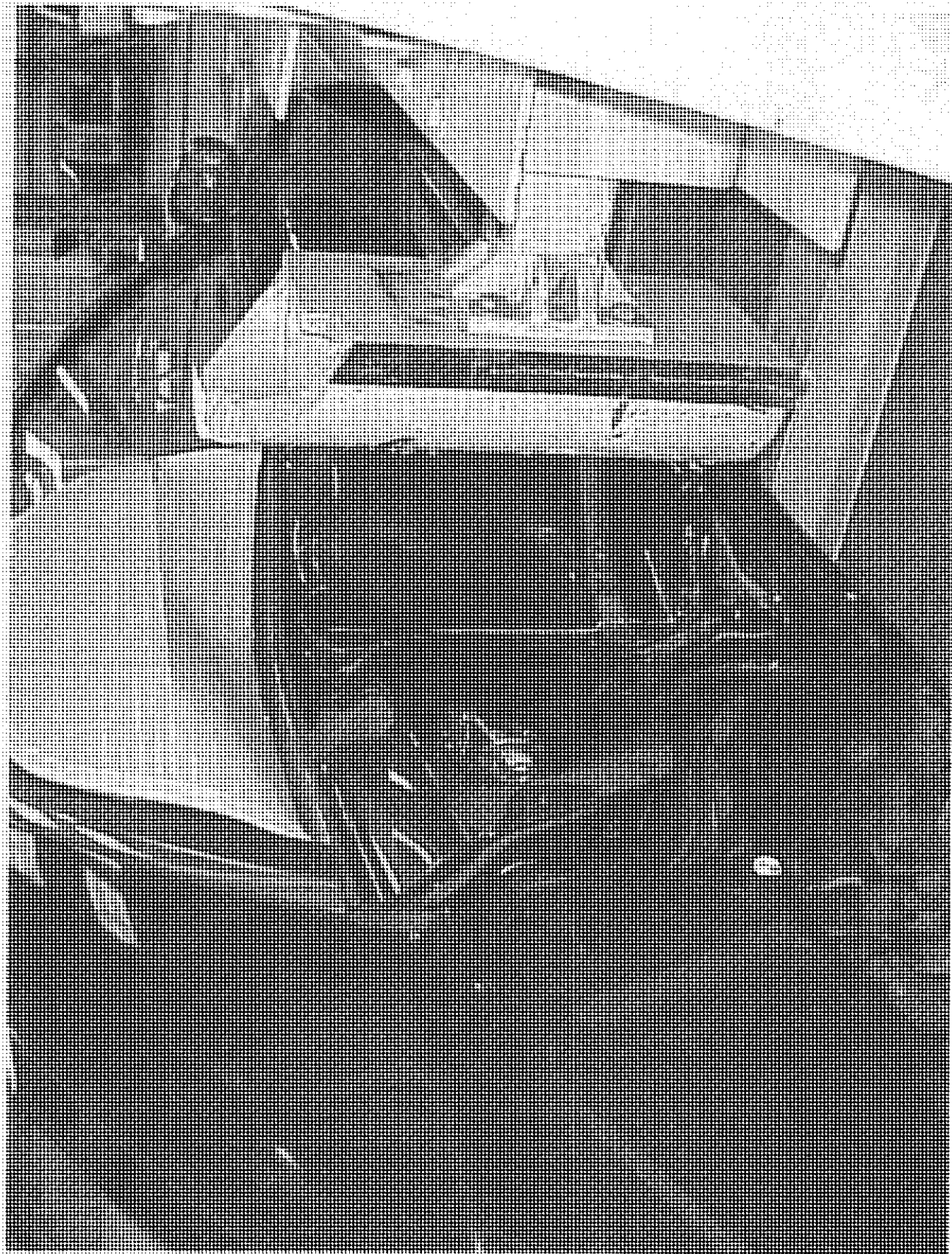
MITUTOYO

0.4075

MAX IN

2004 HYUNDAI XC350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.28
DIAL INDICATOR AT MAX LOAD - TEST 2



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.20
POST TEST DOOR OUTSIDE -- TEST 2

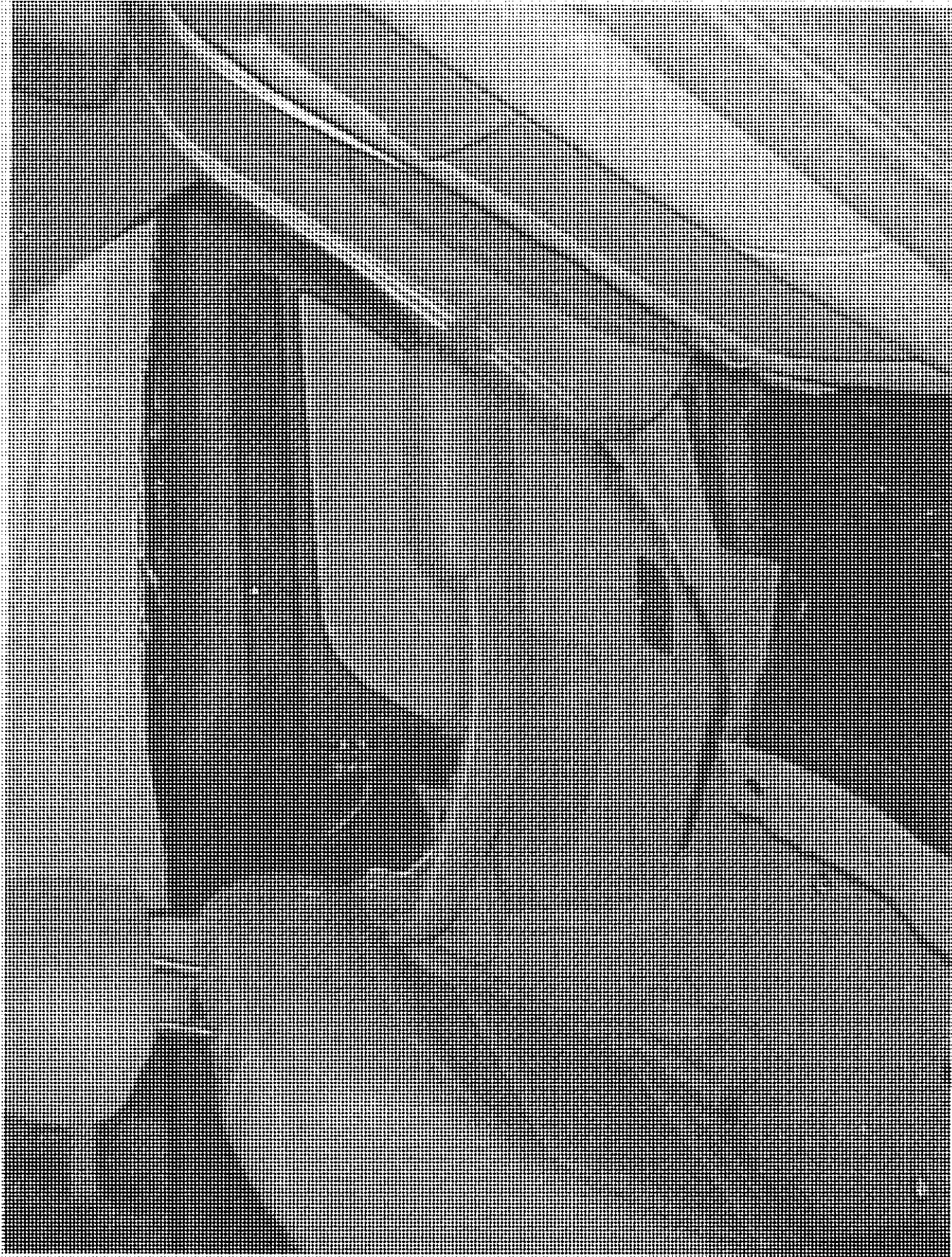
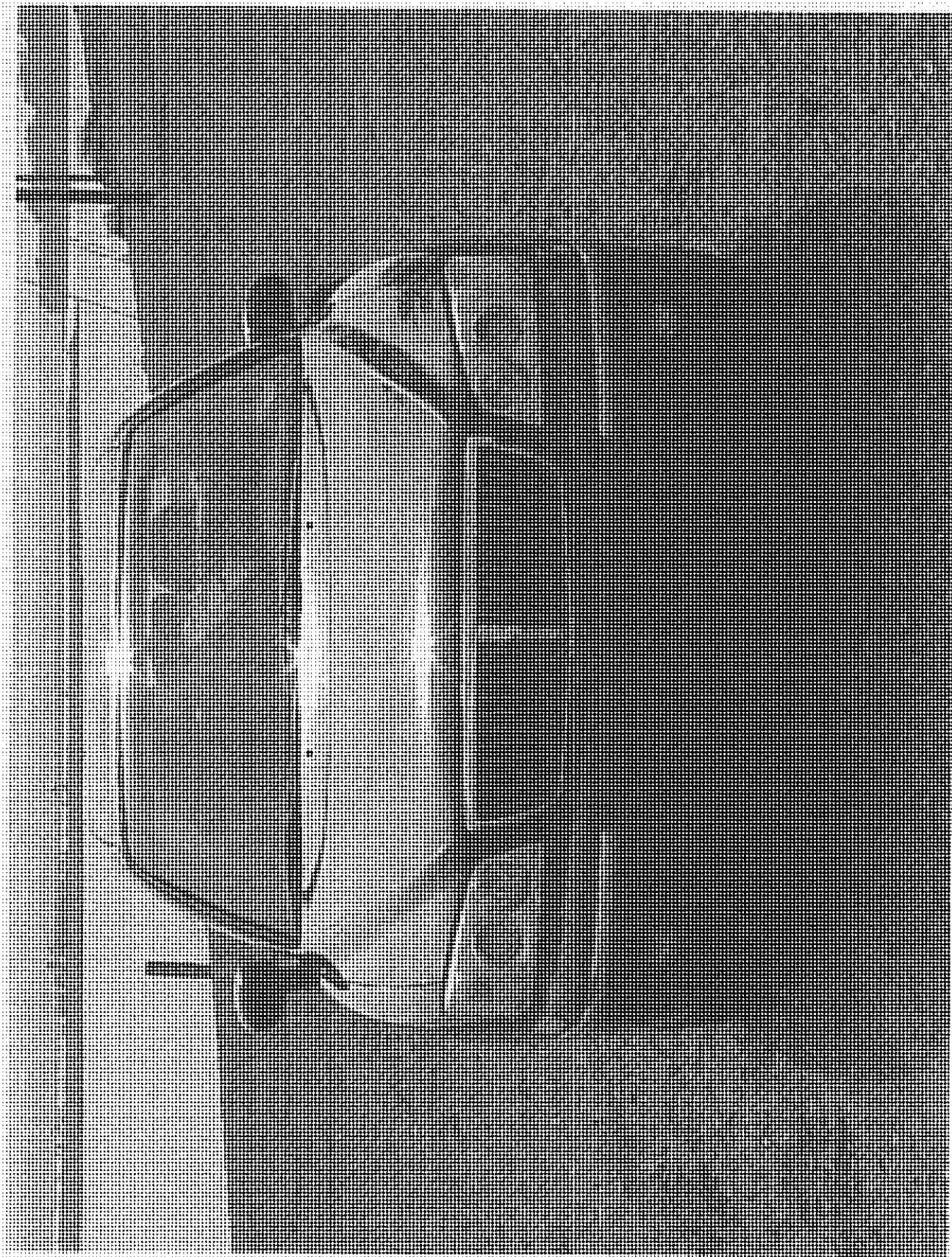


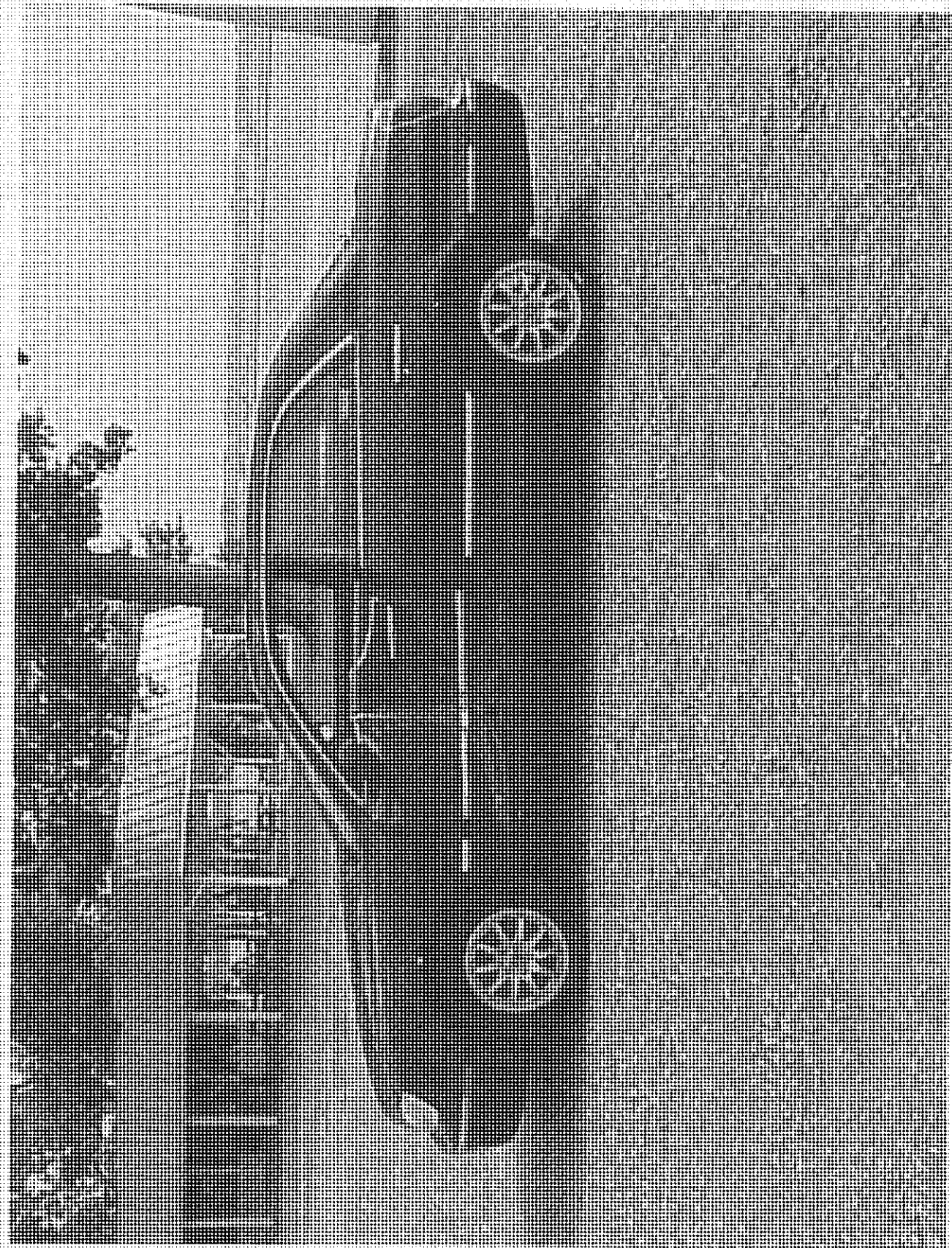
FIGURE 5.30
POST TEST DOOR INSIDE - TEST 2

2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.31
FRONT VIEW OF VEHICLE POST TEST



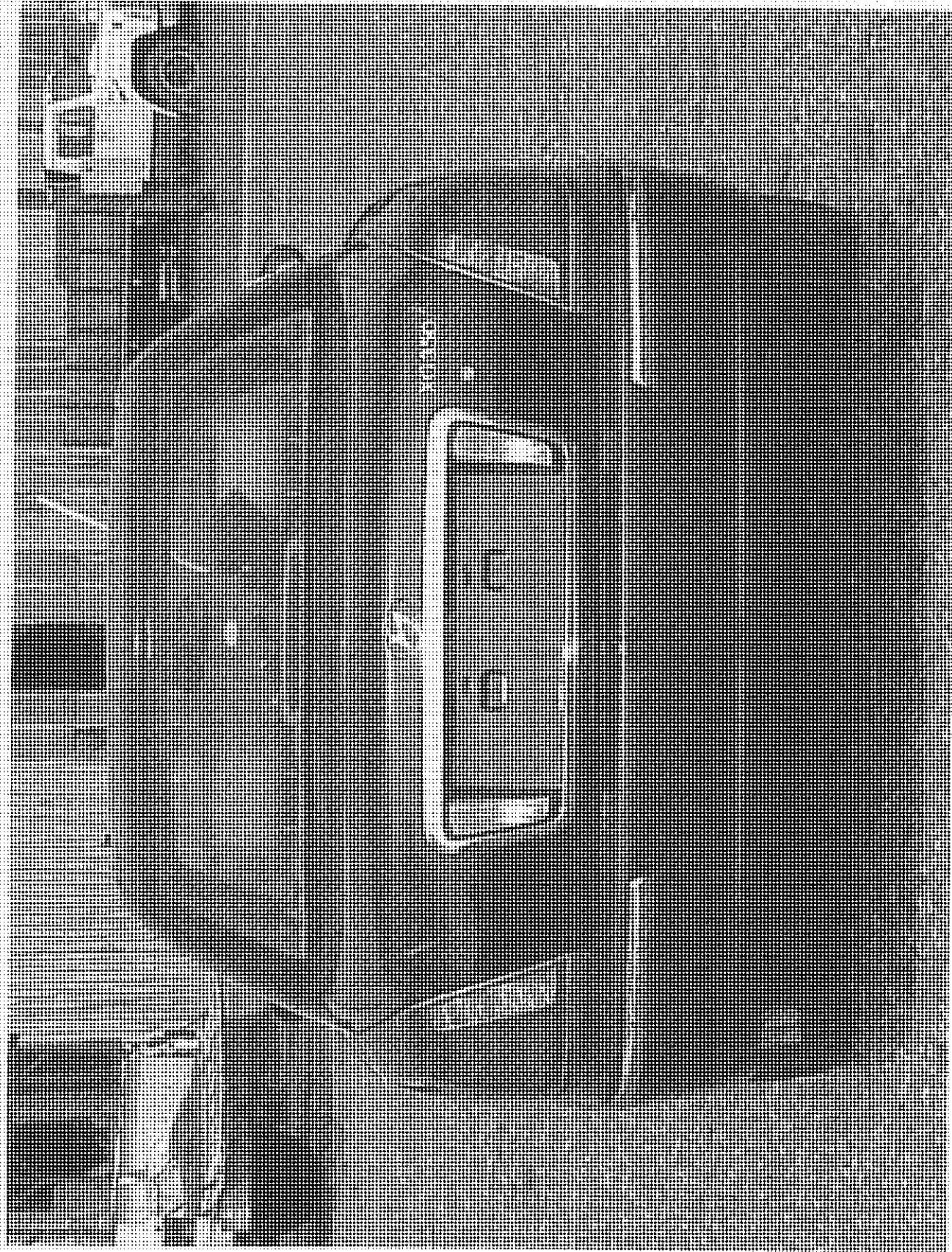
2004 HYUNDAI XG350
NHTSA NO C40500
FMVSS NO 214

FIGURE 5.32
LEFT SIDE VIEW OF VEHICLE POST TEST



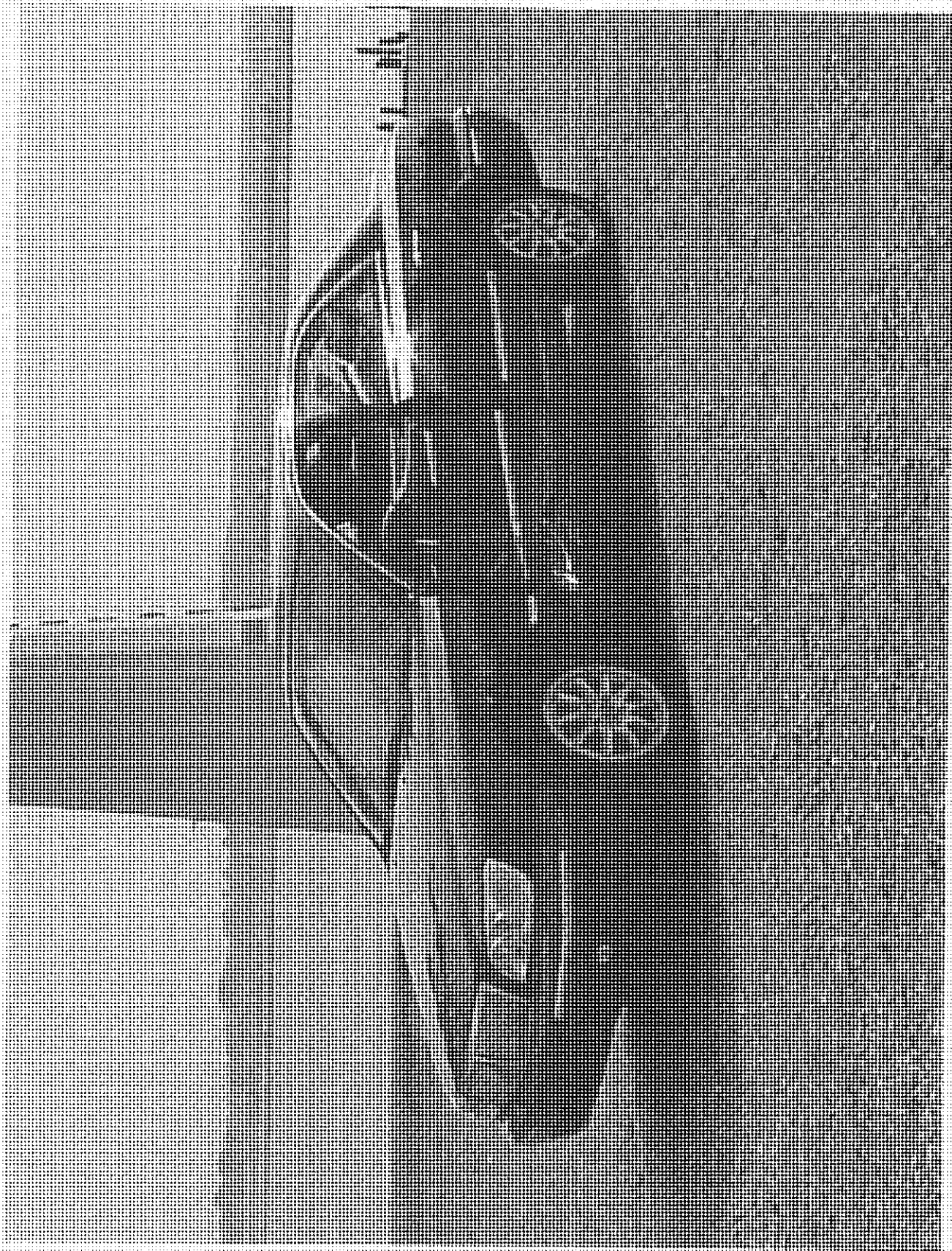
2004 HYUNDAI XC350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.33
RIGHT SIDE VIEW OF VEHICLE POST
TEST



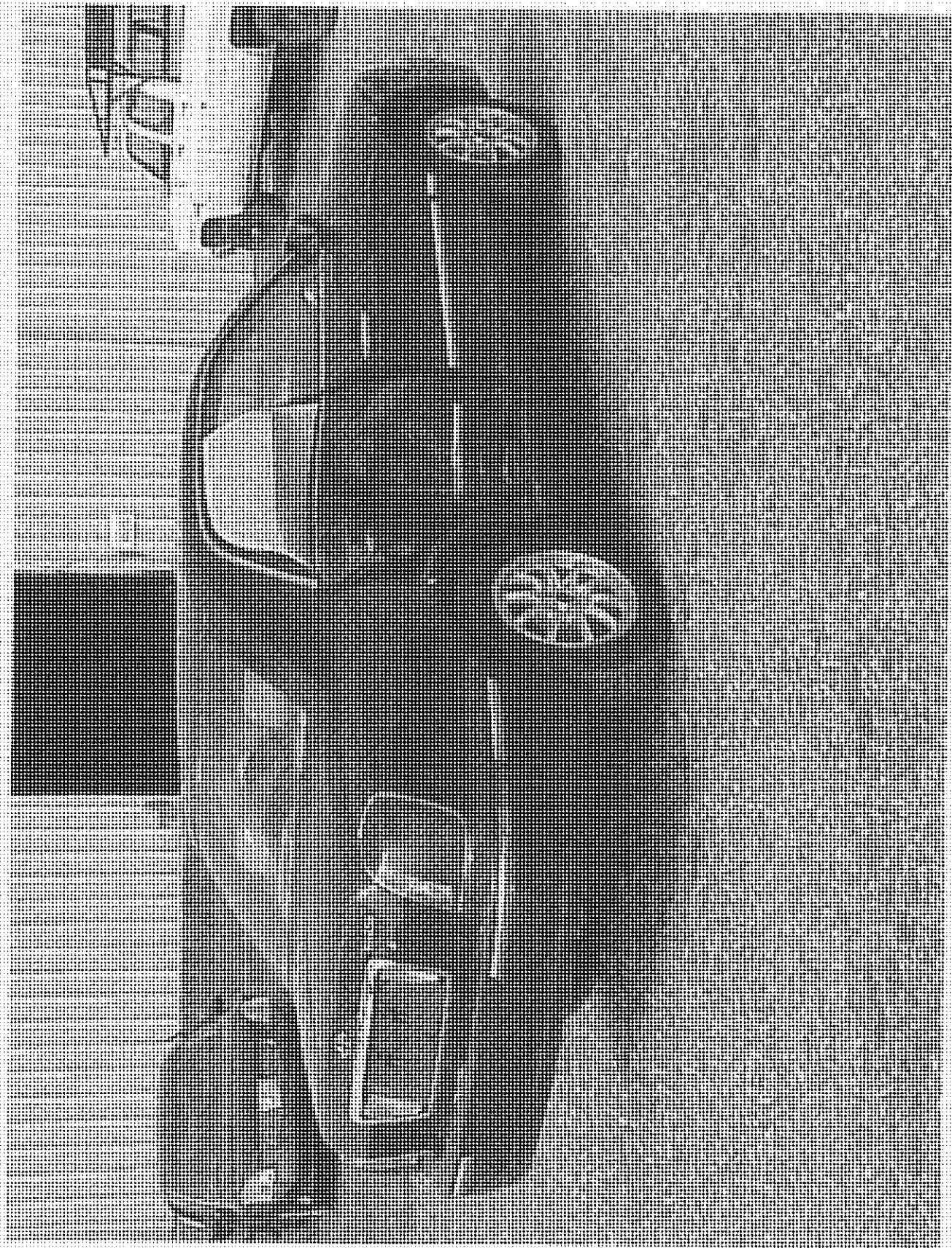
2004 HYUNDAI XC350
NH TSA NO. C40500
FMVSS NO. 214

FIGURE 5-34
REAR VIEW OF VEHICLE POST TEST



2004 HYUNDAI XG350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.35
¾ FRONTAL VIEW FROM LEFT SIDE OF
VEHICLE POST TEST



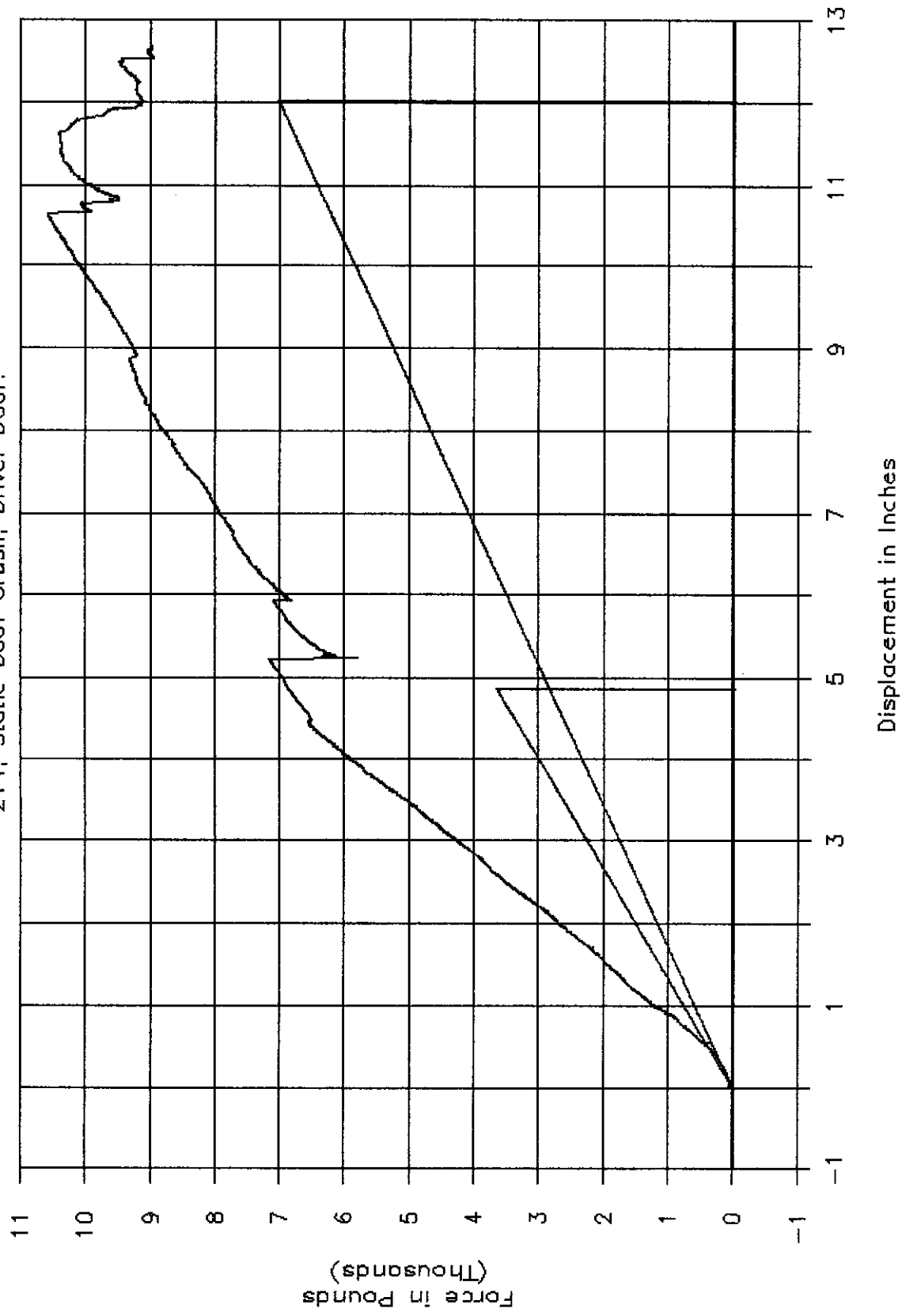
2004 HYUNDAI XC350
NHTSA NO. C40500
FMVSS NO. 214

FIGURE 5.36
¾ REAR VIEW FROM RIGHT SIDE OF
VEHICLE POST TEST

SECTION 6
TEST DATA PLOTS

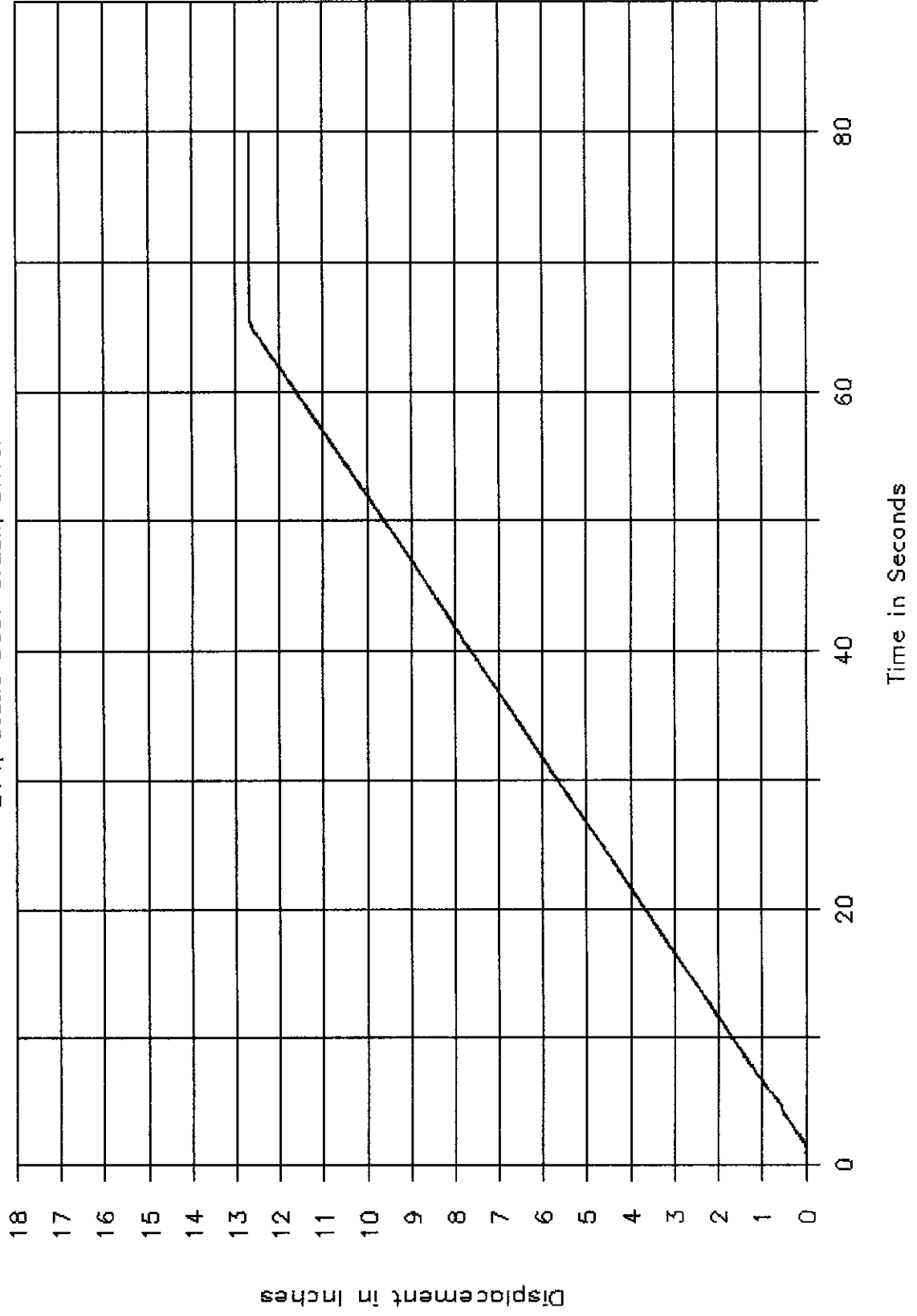
GTL 5244, NHTSA C40500.

214, Static Door Crush, Driver Door.



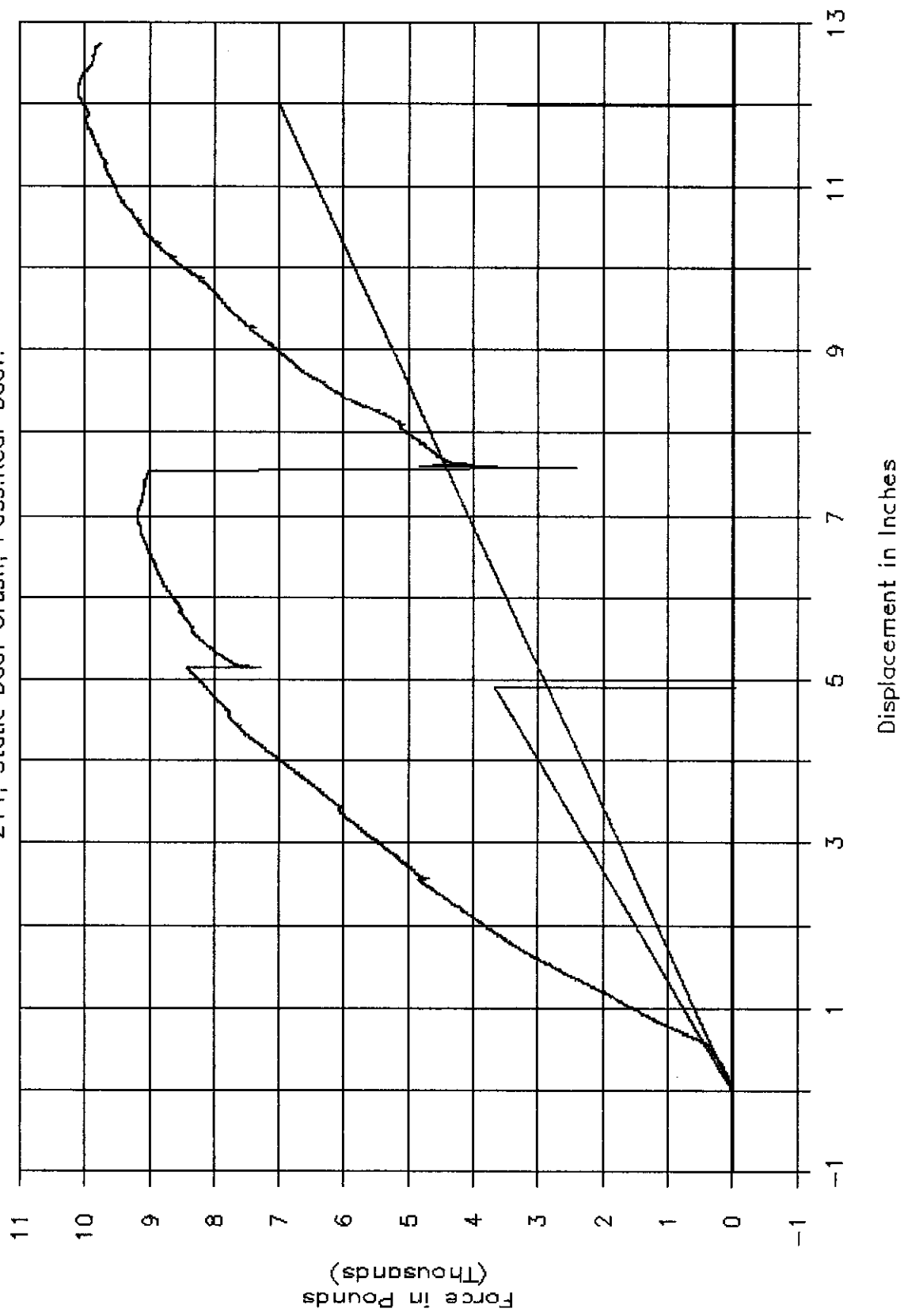
GTL 5244, NHTSA C40500.

214, Static Door Crush, Driver Door.



GTL 5245, NHTSA C40500.

214, Static Door Crush, Pass.Rear Door.



GTL 5245, NHTSA C40500.

214, Static Door Crush, Pass.Rear Door.

